Scale Models

NEW ISSUE No.1

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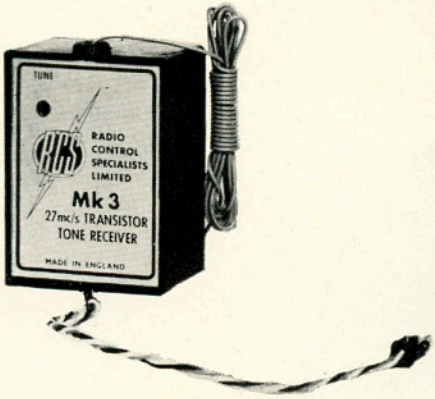

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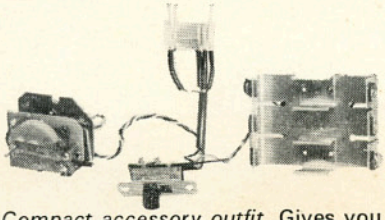

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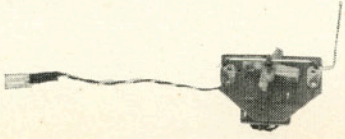

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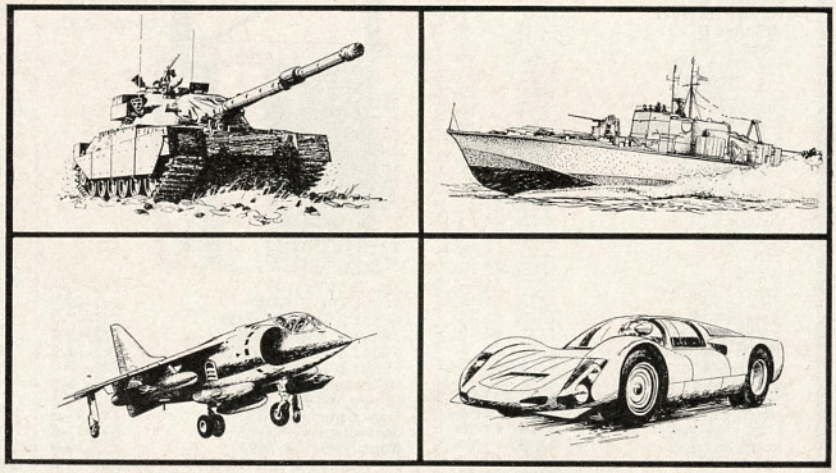
Welcome Aboard !

A first issue is always exciting – we hope this one will not disappoint. It is typical of the fare we intend to offer in future and has been selected from a vast store of accumulated references. Our difficulty is not what to include; but what to leave out! and believe us – it hurts to discard anything connected with the fascinating subject of Scale Models.



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On the Cover
Plastic Variety: Tamiya's exceptionally well detailed motorised 1/35th scale Russian T 55 Tank, now standard equipment in the Eastern Bloc, Doug McHard's unique conversion of the Frog Lysander and a pair of Historex Lancers beautifully modelled by Cesare Milani : – photographed by Henry J. Nicholls.

Next Month
The ageless Po-2 Soviet biplane, four variants in 1/72nd scale super detailed drawings. Preserved Hurricanes recorded; Flying Models; New Plastics; Conversions; Marking of World War I aircraft; Militaria; Ship plans, plus a host of scale modelling extras, on sale Oct. 10th.

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J. D. McHard
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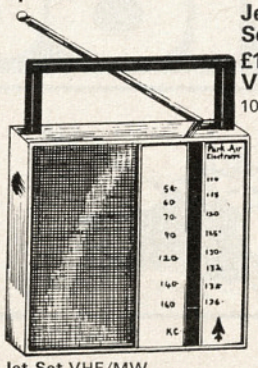

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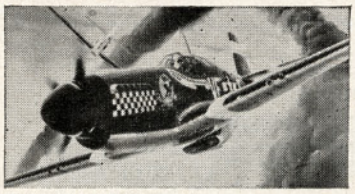

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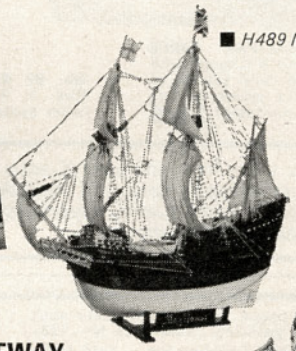

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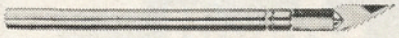

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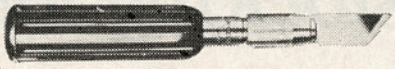

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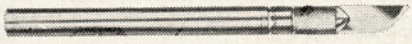

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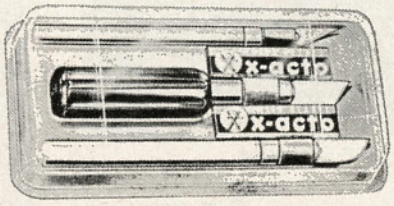

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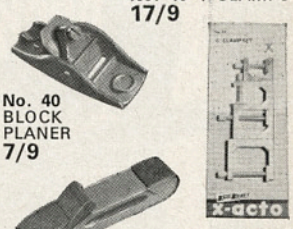

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Aero Modeller Annual 1969·70

This is the 22nd year of continuous publication! Lucky the modeller with a full set! Laurie Bagley has provided a grand cover once again with his R/C scale model Whirlwind in bright yellow livery.
To tie with this is Dieter Schlueter's fine article on Model Helicopter Technology. (Dieter was winner of 1st International R/C Helicopter Event – also reported in this Annual.) John Burkham of U.S.A. (who won their first 'Copter event) adds comments. Other articles include Tubular Fuselages from Balsa; Contest Model Performance Prediction (not to be taken too seriously!); Beginners Only Please; Facts About Propellers; Glider Construction Suggestions; Navy Carrier Event and What It's All About; Fuel Control. Fifty model plans – all scaled and with main dimensions shown – from the year's best, most interesting, curious, screwball, intriguing, different designs that have appeared in the world's aeromodelling magazines.

PROFILE PUBLICATIONS

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We are also pleased to announce that all issues of AIRCRAFT PROFILES from Number 1 to 204 are back in print and can be purchased at your local stockist, or from the publisher at 3/- each (plus 9d. postage and packing). Programmes of the original and new series of AIRCRAFT PROFILES are available.

A parallel series to Aircraft Profiles is A.F.V., which is devoted to a complete coverage of the Armoured Fighting Vehicles of the World from 1914 to the present day. Each A.F.V. contains 24 pages of authentic material including 50 photographs, supporting text and a double-page, coloured, 7-view, diagrammatic drawing of tanks in their camouflage schemes, unit markings and mechanical detail. To date Numbers 1 to 8 have been published and they can be purchased from your local dealer, or from the publisher, who will supply the complete programme of thirty issues. They are all five shillings each (add 9d. postage and packing if ordered direct from the publisher). Your stockist will also have details of the luxury binder and the seven hard back bound volumes that make up this history of the Armoured Fighting Vehicle.

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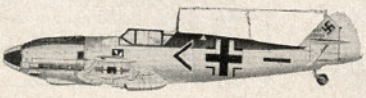

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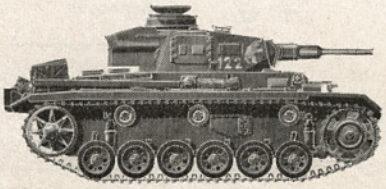

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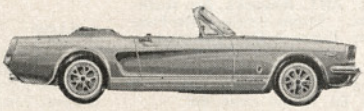

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Full model trade support with well stocked stands. Nearly every exhibitor will be selling from the exhibition. Already taking stands: Arms & Armour Press; Beatties of London; Flying Dutchman; Historex, Kennion Bros.; Mainstream Productions; Myford; Model Racing Car Centre; Plaistow Pictorial; Traction Engine Enterprises.

Special Attractions

Continuing a policy of change whilst retaining popular features, we shall this year have stands looking in towards a central model display system. At the entrance a small circular pool will provide an area for operating radio controlled boats. Surrounding this circular area will offer opportunities for further electric powered aircraft (so popular last exhibition): plus space for some radio controlled cars to show their paces.
The evergreen live steam exhibit with passenger carrying of visitors of all ages behind miniature steam locomotives will again be under the direction of Mr. Bill Carter and his colleagues of the Society of Model & Experimental Engineers. A working S.M.E.E. feature will be faced by a typical model engineer's workshop. Nearby, in the Bryanston Room, a **further railway track** will offer another 75 ft. stretch, and here entries for the new LBSC Memorial Bowl competition – which demands a track test as well as beauty – will be judged. Visiting clubs will also be invited to 'bring an engine' and book public demonstration time at Seymour Hall.
In the galleries (which also offer several hundreds of seating places for packet lunchers or tired visitors to rest and watch from above) will be displays of 'junior models' which may take any form from plastics to Meccano or to working model boats. The 'boys' exhibition last year under Commander Guffick, O.B.E., was most encouraging and will be expanded.

For Model Car Racing Enthusiasts . . .

We have arranged with ECRA that the circuit now being constructed for use at the 1969 NATIONAL FINALS will be installed at the MODEL ENGINEER EXHIBITION (with minor mods to fit in) and will be in use throughout the show, with Jock Thin, Dick Smith and other stalwarts of ECRA racing circles as Race Directors.
Visitors will have opportunities of racing throughout the day on a 'pay circuit' basis. In addition there will be demonstration races to 'show how the experts do it' plus regular club and individual events, plus it is hoped ECRA and other associations in inter-group events plus an ECRA information stand. Daily prizes and cumulative awards . . . There will be something for everyone from rabbit to tiger . . .
Glass case displays of models will show some examples of your work. There are four model classes you can enter with prizes according to numbers . . . so that your best is on display . . . safely under glass . . . This is the model car movement's finest opportunity to make a public London demonstration so do your bit . . .

Souvenir Guide

Another CHRISTMAS EXTRA issue of **Model Engineer** will be coming out 2nd Friday in December with entries, trade stands, articles galore to assist the visitor and solace the stay-at-home.

Awards

The cups, medals and diplomas will be forwarded to the successful competitors, as early as possible after the close of the Exhibition, when names have been engraved and diplomas signed.

Prize Pool Allocation

Classes attracting six or more entries will enjoy prizes to the value of 1st £5; 2nd £3; 3rd £1. With over 12 entries. 1st £7; 2nd £4; 3rd £2; 4th £1. Classes under six will have 1st and 2nd only, or at the discretion of the judges. Prizes may take the form of Vouchers, Cash, Replica Trophies (for Challenge Trophy winners) or Championship Trophies.

Entries' Closing Date

All entries must be made by October 20th 1969.

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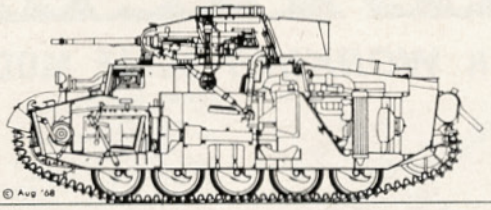

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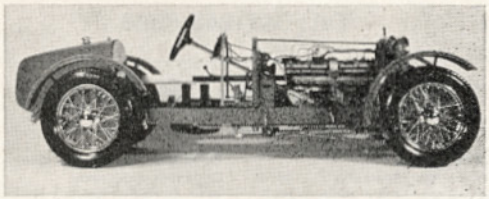

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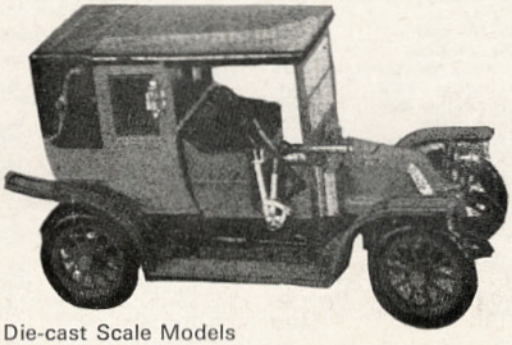

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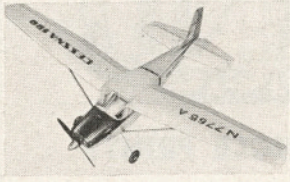

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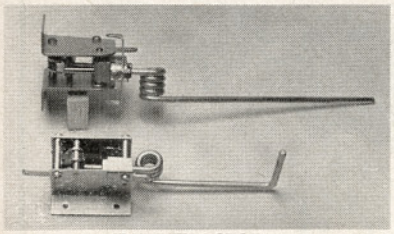

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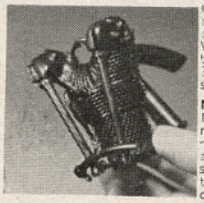

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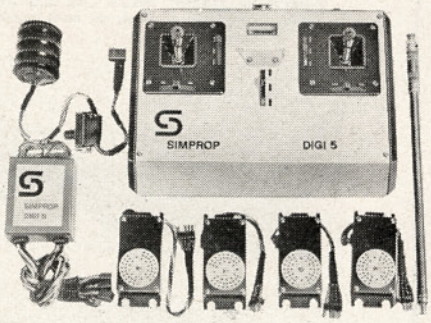

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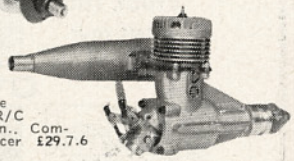

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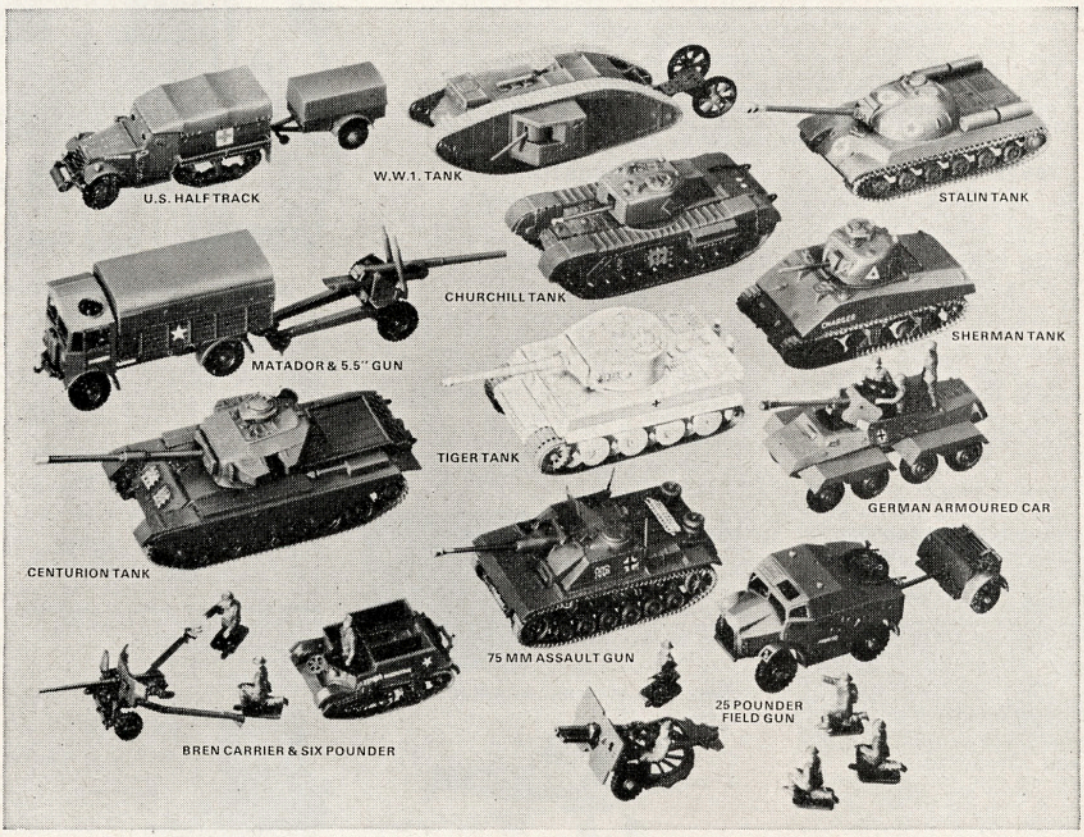

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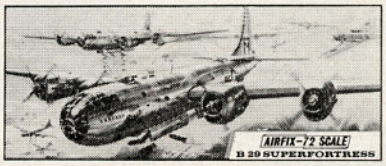

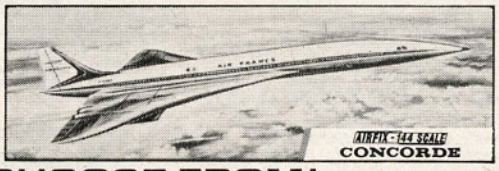

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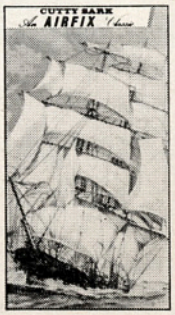

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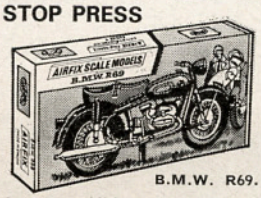


B.M.W. R69.

Another addition to the motor cycle range is the R69 which makes up into a detailed eight inch long model of this famous machine. Price 8s. 3d.

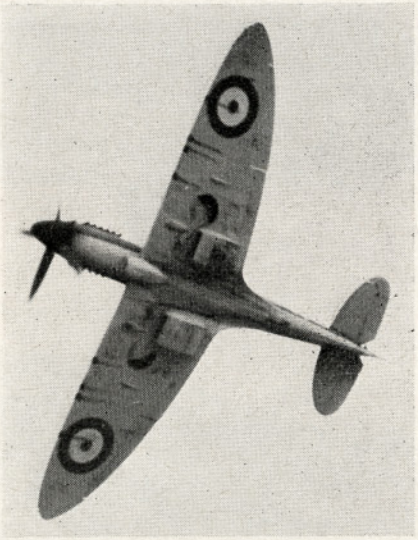
Airfix Magazine 2/6 Monthly

Ask for the Airfix Kit Catalogue

Spitfires in preservation

A survey of the airworthy examples

by PETER R. ARNOLD

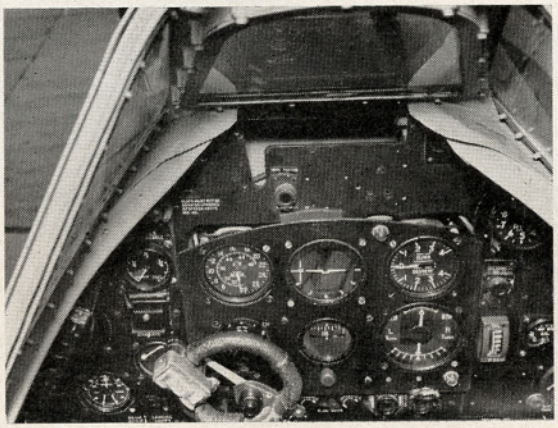


Five bladed prop, Griffon engine cowl, wing blisters and carb intake distinguish the Mk. XIX, two of which are kept airworthy on the 'Battle of Britain' Flight at Royal Air Force Coltishall, Norfolk.

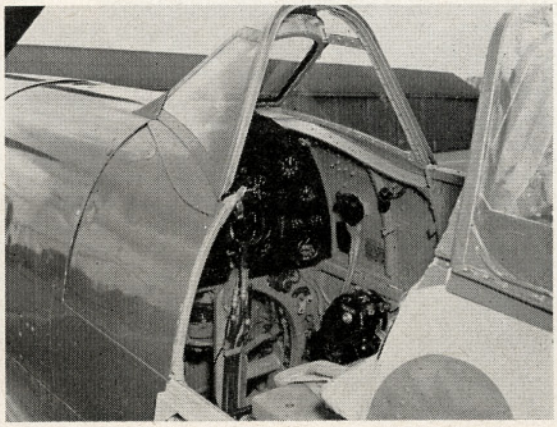
TO MAINTAIN a Spitfire in flying order is a very expensive business. Rulings by the Air Registration Board of the U.K. are very stringent on this type of aircraft. Unlike its fabric and wood predecessors of World War 1, which can be craftsman maintained, the Spitfire is a sophisticated and potent aircraft. It requires continual and professional maintenance of a high order if it is to be kept airworthy. It is not, therefore, surprising that of the 22,742 Spitfires/Seafires built of which an estimated 200 survive, there should be just 19 currently airworthy throughout the world. Five of these are flown by owner enthusiasts. If you wanted to own and fly a Spitfire, and there are two currently for sale, total cost per flying hour, including maintenance, insurance and fuel, could well be as much as £50. The R.A.F. at Coltishall maintain 4 Spitfires (and 1 Hurricane) in flying order – **'The Battle of Britain Flight'**. Farsightedly it was realised some years ago by the R.A.F. the prestige and good public relations value obtained by maintaining these aircraft.

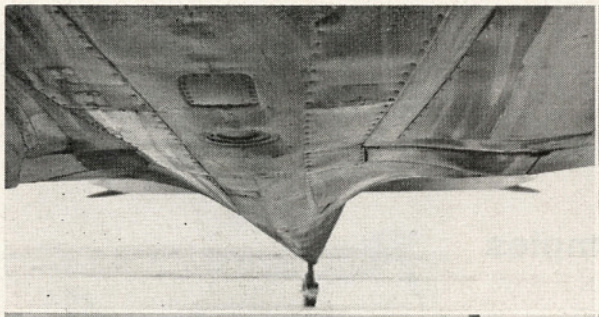
The story of Hamish Mahaddie's air force and how he collected the aircraft for **'The Battle of Britain'** film is now well known. For the Spitfire enthusiast the filming provided the unique opportunity of seeing 12 Spitfires in the air at one time that is until G-AVAV made an emergency wheels-up landing. With a multi-million pound budget, it was decided that 3 hitherto static Spitfires should be refurbished to airworthy condition. The work was undertaken by Simpson's Aeroservices and Spitfire Production personnel at R.A.F. Henlow, base for the aircraft prior to filming. These 3 aircraft are all destined to remain airworthy and in the U.K. One belonging to the R.A.F., another to the Shuttleworth Collection and the third to Air Commodore A. Wheeler, a gentleman with a long association with Spitfires, including development test flying at Boscombe Down during World War II. With filming scheduled to start in the Spring of 1968 and continual problems arising, I thought the 3 aircraft would never be ready in time, but of course they were, and all were duly test flown and issued with C of A after some temporary overheating problems had been overcome. With the flying ensemble collected, base maintenance was transferred to R.A.F. Duxford where practice and re-training the selected few pilots, from the countless applicants, was begun in earnest.

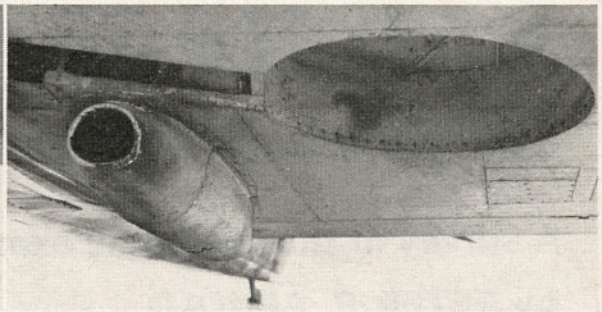
The British airborne force of 12 Spitfires and 3 Hurricanes were all painted in the appropriate livery. Dark Earth/Dark Green top surfaces with Type B upper wing

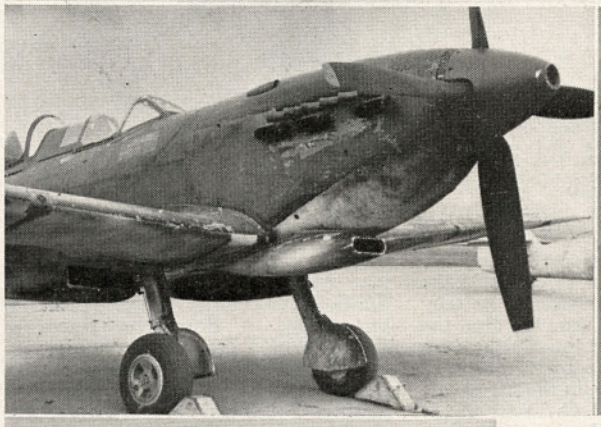


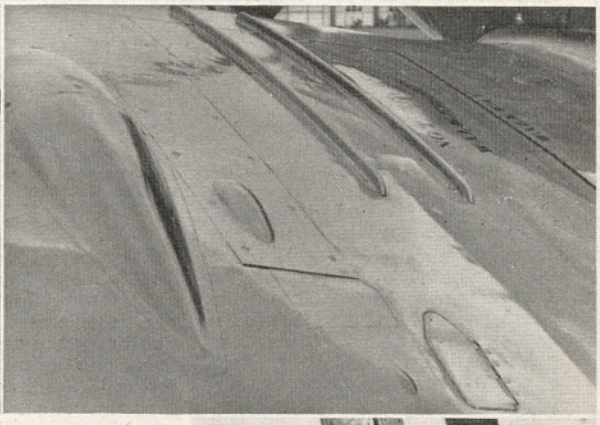
Without the gunsight, but otherwise typical of the Mk. V cockpit is AB 910, formerly QJ-J, now repainted after film service as SO-T.





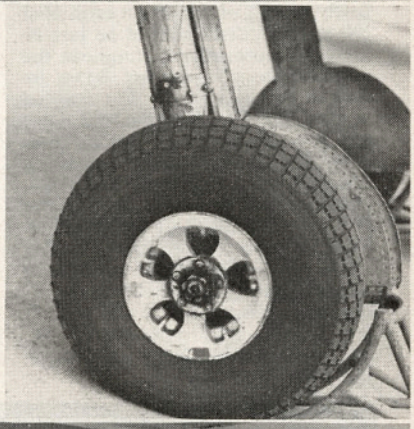


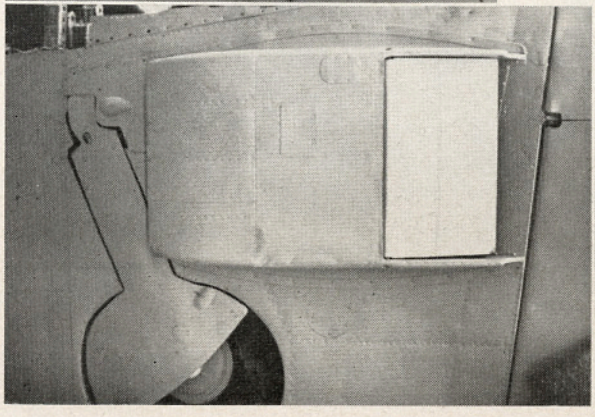


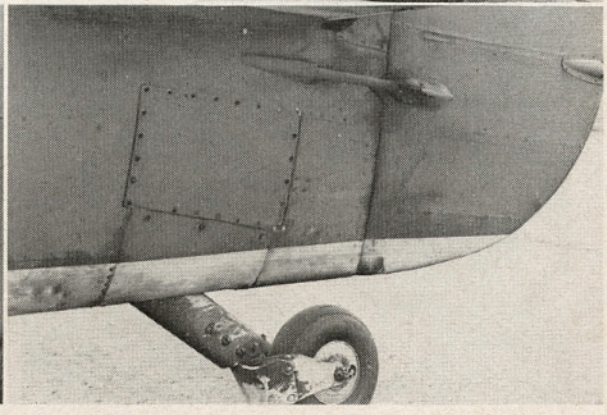


CLOSE-UP VIEWS FOR MODELLERS

Selected angles to illustrate the less appreciated points of the Spitfire. At top, the 'gull' with asymmetric panelling, and the small oil cooler of Mk. V and earlier. Next, the change in G-AWGB with its propeller and spinner from a Spanish Buchon. Smoke emitters are seen under the exhausts. Note also the three aperture wheels and the two cockpits. Upper surface view is of AB910, showing the stiffeners fitted to strengthen the skin over the wheel bay, also the cannon feed blister and other bulges. Left, the standard cockpit hood and right, the earlier five aperture wheel. Below left, the Mk. IX undercarriage cover is different to that of the Mk. V and right, the tailwheel and rudder pushrod.





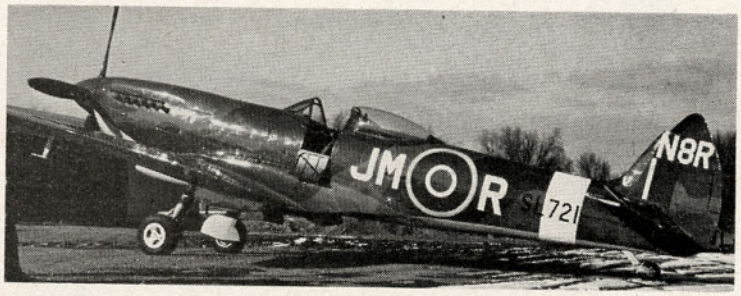


roundels and Type A1 fuselage roundels. Duck Egg Blue undersurfaces (some Hurricanes half black half white undersurfaces) with Type A under wing roundels. Spinners and serials were black, but as a concession to audience identification, codings were applied in white rather than the authentic Sea Grey. From the outset, it was decided that all squadron markings and aircraft serials would be fictitious. No individual blame or credit being apportioned, the Battle of Britain being very much a team event. The complexity of the squadron codings grew daily. The letters, which were of Fablon type material, and readily removable, were being changed after each sortie, as 12 spitfires took on the role of a whole air force. It must have been a Continuity Girl's nightmare, but I am still at a loss to know why only serials from the narrow band N3310–N3329 should be used for all Spitfires no matter what squadron code and letter was being carried. The Spitfire of the principal pilot, Skipper, was coded AI–A of 338 Squadron and carried the serial N3310. It was complete with Squadron Leader's pennant and a progressive collection of kills. Authenticity was excellent but in fairness it was hard to conceal the fact that a Mk. PR XIX Spitfire differed from a Mk. I or II. Fin and rudder shape, wrap round front cockpit screen, whip type aerial, retracting tail wheel, those deep radiators and of course the longer Griffon engine with its five blade propeller. However, the three Mk. IX Spitfires had their clipped wings restored to full elliptical, cannon stubs removed and mast aerials replaced. Initially, experts from the studio had artificially aged the aircraft with scorch marks at the exhaust manifold, black traces left on the wing from machine guns and oil staining. By the time filming was near completion at the end of a very wet summer, artificial ageing was unnecessary. Two Mk. IX Spitfires, purchased by Spitfire Productions, and worked particularly hard, both showed that dense black streaking on the under belly, a mixture of oil and coolant that characterised the Spitfires of 1940.

AIRWORTHY SPITFIRES USED IN THE FILM

AR213 Mk. I G-AIST. Acquired by Air Commodore Wheeler when surplus to requirements, this aircraft was for some years roughly stored in a shed at Old Warden. Restored by Spitfire Productions AR213 now sports a technically incorrect four blade prop and Merlin 35 supplied by Aviation Jersey. Based at Abingdon, future plans are for it to be maintained in airworthy condition but probably it will not fly in the foreseeable future.

AB910 in the gloss finish best known at displays.



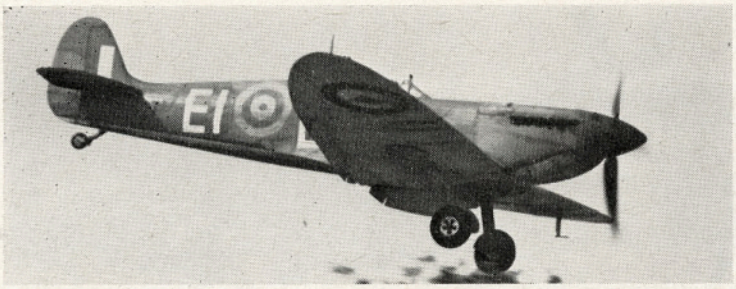
Bill Ross owns this Mk. LF XVI, kept at Chicago.

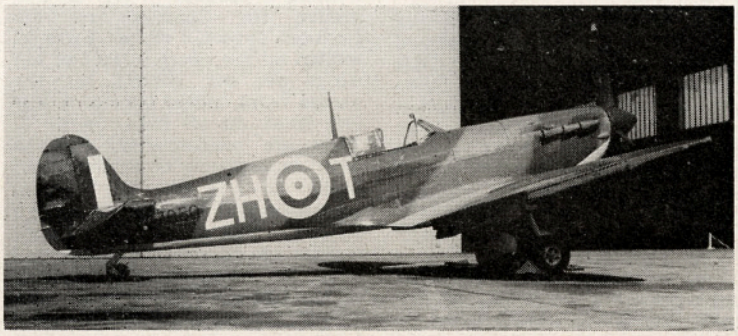
Not flying; but noteworthy, RAF Museum's Mk. I.

P7350 Mk. IIa G–AWIJ. Spared from the scrap yard and presented to RAF Colerne by John Dale Ltd., P7350 was restored to flying condition for the film. Fittingly, it is now on the strength of the 'Battle of Britain Flight' and is marked with its correct and former squadron code ZH–T of 226 (Rhodesia) Squadron.

Of modelling interest, externally P7350 is the most authentic Spitfire of the battle period. The propeller is a three blade broad root wooden type. Exhaust manifolds are the three port ejector rather than six port type although the original Merlin XII has now been replaced by a Merlin 35. Front screen armour is external and the main wheels have five apertures. The bulge on the starboard engine cowling is peculiar to Mk. IIs and needed for clearance on the Coffman Type L.4 starter. External strakes on the upper surface of the wings are not correct for the period being added later as a service mod. on all Mks. up to V. They are reinforcement for the panel immediately above the wheel well.

AB910 Mk. LF 5b. G–AISU. Probably the most photographed Spitfire of all time, it was maintained by Vickers Armstrong until presented to the 'Battle of Britain Flight' in September 1965. During





Left, Top is EI-E. the Mk. I. AR 213, EI-K is the PR XIX PS 853. Central is G-ASSD or MK 297, an LF IX as used in the film with 'Skipper's' Squadron code letters.

filming it was flown by its regular 'Flight' pilots. Engine hours are almost out but plans are well in hand to re-engine it with a Merlin 35 poached from a Sea Balliol.

AR501 Mk. Vc G–AWII. Previously dismantled and on display at the Shuttleworth Collection AR501 was restored by Spitfire Productions. Although temporarily in storage at the RAE Thurleigh pending new hangerage at Old Warden, it is hoped it will be flying for next year's season.

MH415 Mk. LF IX G–AVDJ. Still working in Belgium as a target tug up to the late fifties, it was purchased by Hamish Mahaddie. Fitted with a long range tank it was the sole Spitfire ferried to Spain for the German Air Force scenes. It was fitted with electric machine gun orifices and smoke producing canisters on the starboard engine cowl to simulate crashing shots. It is now on the strength of the Confederate Air Force at Harlingen, Texas.

MK297 Mk. LF IX G–ASSD. Continual stable mate of MH415 in the BAF, with COGEA drogue towing, and starring in the film 'The Longest Day'. It has again joined its partner in Texas where it is now registered N1882.

MH434 Mk. LF IX G–ASJV. Immaculately maintained and flown by Tim Davies, it was purchased by Hamish Mahaddie. This ex-Belgian Spitfire, the third of the trio is currently up for sale. Hopefully, it will remain in the United Kingdom.

MJ772 Mk. IX (Trainer) G–AVAV. For many years on the strength of the Irish Corps serialled 159, it was acquired by Tony Samuelson for pleasure and business. Hired to the film company it suffered an unfortunate wheels up landing, after an engine blow up, at Little Staughton, in July 1968. Pilot on this occasion was CAF Col. Wilson 'Connie' Edwards. Eventually repaired after much searching for a suitable engine, its last noteworthy outing was the Daily Mail Trans-Atlantic Air Race. It is currently for sale.

G-ASJV in its former glory, royal blue stripe dividing white and silver. Bottom is P 7350, the Mk. IIa of the Battle of Britain Flight at Coltishall.

Right, Top is G-ASSD again, this time as DO-H for the Battle of Britain film at Duxford. Centre is P 7350 alias G-AWIJ, the Mk. IIa which is now ZH-T if you follow us! Betwixt the two, as if to confuse is yet another AI-E, a Mk. IX with four aperture wheels.

TE308 Mk. IX (Trainer) G–AWGB. Serialled 163 of the Irish Air Corp, it was successfully tendered for by Tony Samuelson at Baldonnell early in 1968. During filming it acquired the propeller and spinner from a Buchon. Fitted with smoke producing canisters, it was flown from the rear cockpit with a camera in the fore cockpit for pilot's-eye view shots.

RM689 Mk. F XIVc G–ALGT. Owned by Rolls Royce since 1949 and used for flight testing originally, but now maintained for prestige purposes, it was hired for the film. Subsequently, it has been coded AP–D of 130 Squadron and carries the spurious serial RM619.

PM631 Mk. PR XIX. Mainstay of the Battle of Britain Flight for many years, the 'Griffon Growl' was perhaps a little out of place for 1940. Refurbished after the film at 5 MU Kemble it has been coded AD–C of 11 Squadron.

PS853 Mk. PR XIX. Partner to PM631, both also having served until 1957 on the THUM meteorological flight at Woodvale. Back with the B of B Flight it has been resprayed in 1944 pattern camouflage and is yet uncoded.

REMAINING AIRWORTHY SPITFIRES

MT818 Mk. LF VIII (Trainer) G–AIDN. Owned by John Fairey and Partners at RAF Andover.

MH350 Mk. IX. Reported as being maintained in flying condition by R.No.A.F. at Bodo.

MK923 Mk. LF IX N521R. Owned by Cliff Robertson, the actor, in California.

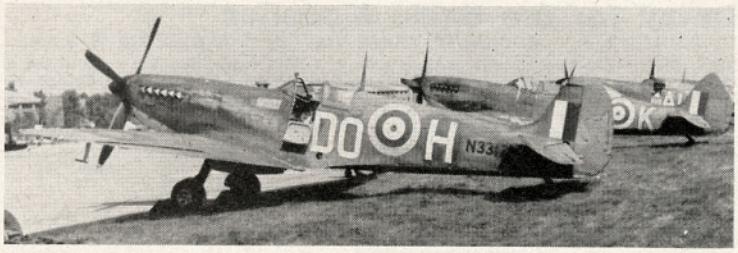
NH188 Mk. LF IX. On the strength of the National Aeronautical Collection, Rockliffe, Canada.

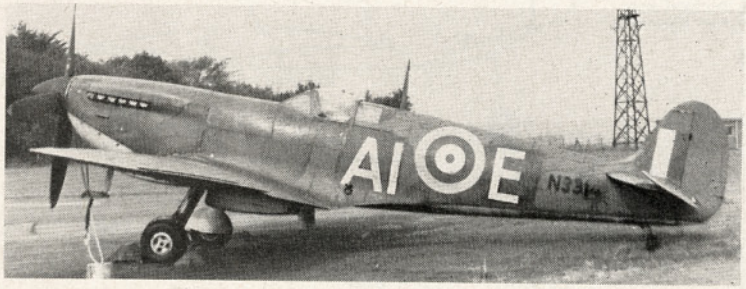
Unknown serial Mk. IX. Personal aircraft of Brigadier Ezer Waitzmann of Israel.

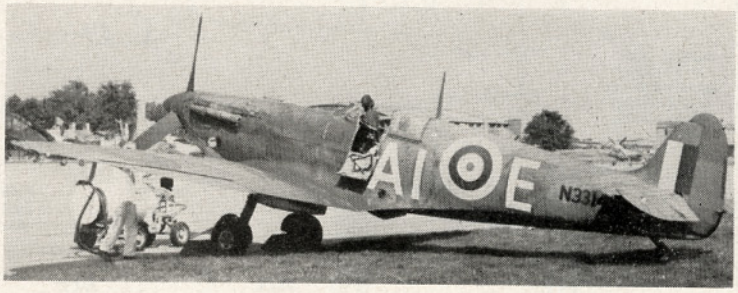
SL721 Mk. LF XVI. Formerly at the Montagu Motor Museum until restored by enthusiast Bill Ross of Chicago, Illinois.

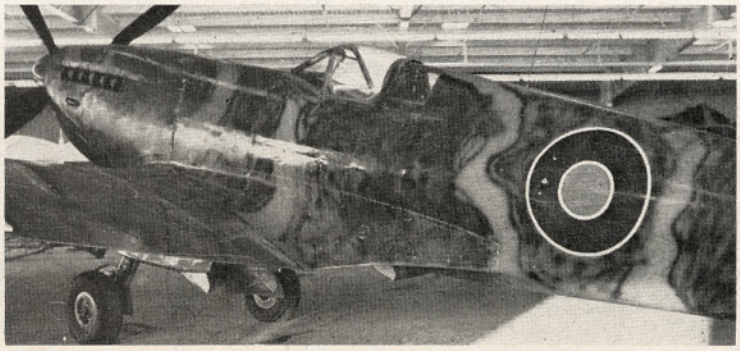
Lastly I must mention the continued reports of a Spitfire, presumably Mk. VIII, being flown illegally in the Australian outback!

Above right, rare opportunity of two, two seaters, Messerchmitt and Vickers-Supermarine parked together for the Battle film, Bottom is Cliff Robertson's Mk. IX, MK923, shows attempt to camouflage with an Aerosol.









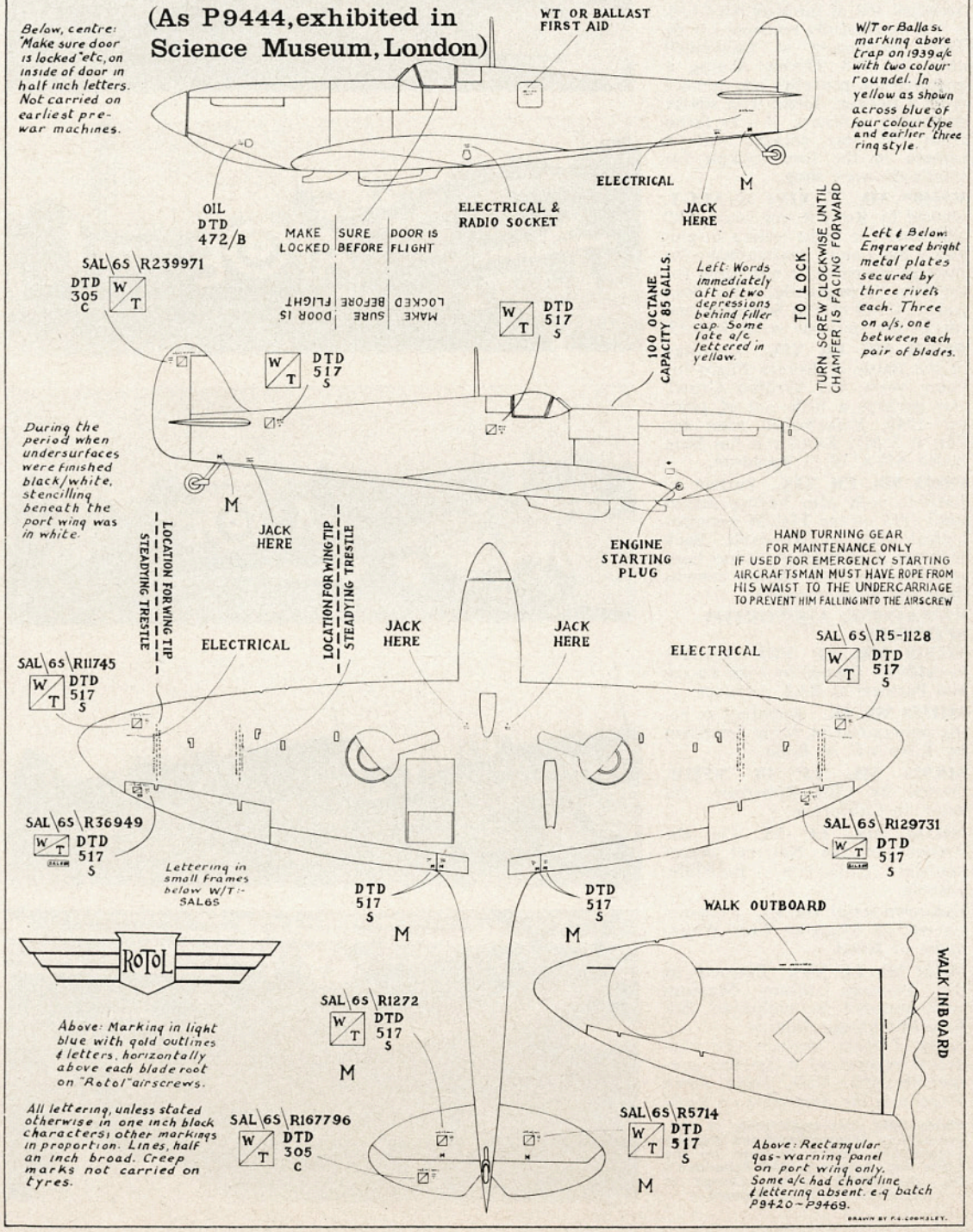
Detail for the Scale Modeller

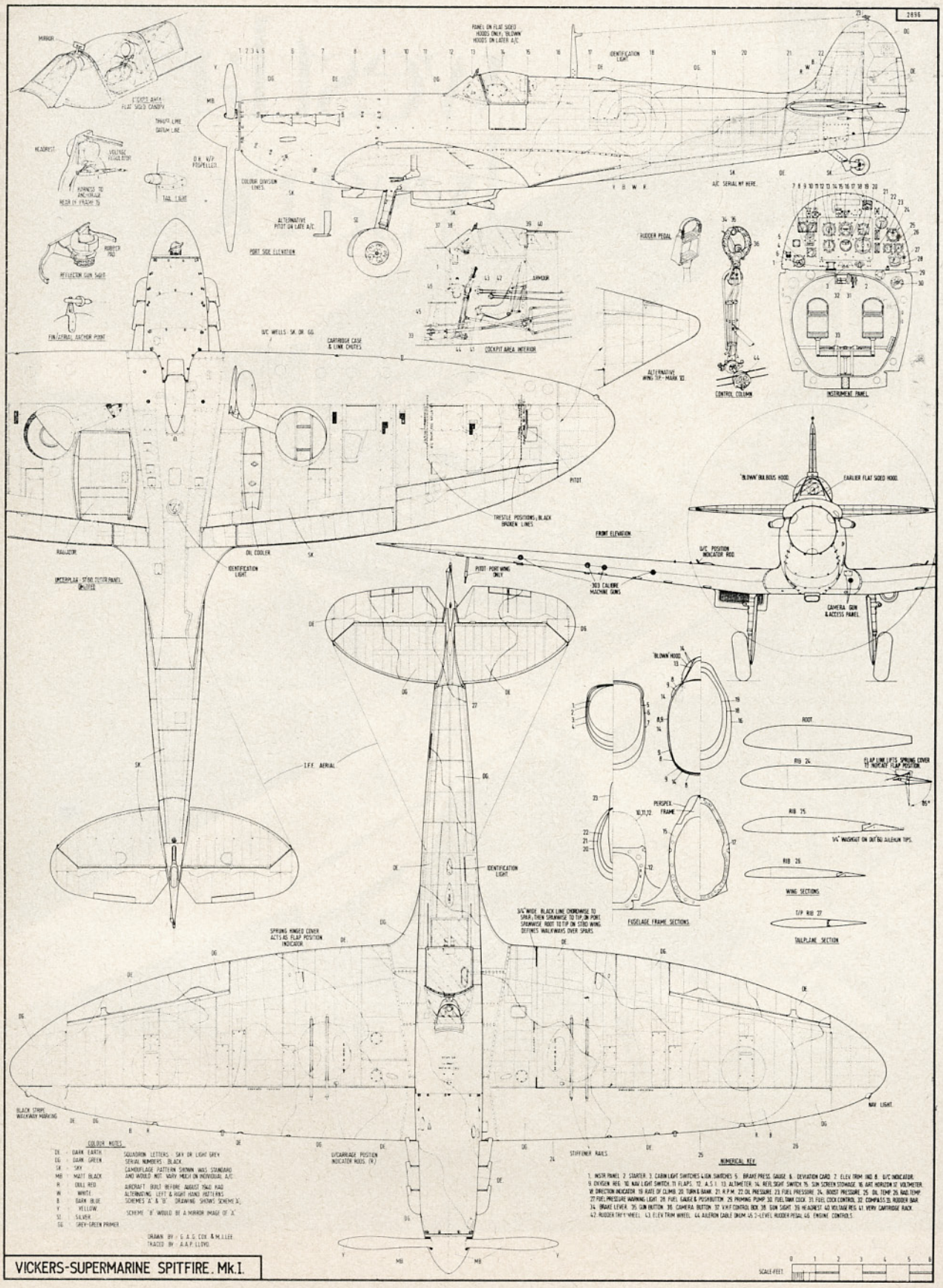
MARKINGS By P. G. COOKSLEY. THREE-VIEW By G. A. G. COX & M. J. LEE

Plans Note:—Reprints of this feature plus a 1/16th scale dye-line print of the original and a 1/48th scale plan are available as plan pack 2896 price 10/- from Aeromodeller Plans Service, 13/35 Bridge Street, Hemel Hempstead, Herts, England.

STENCILLED MARKINGS ETC. ON THE SPITFIRE Mk.I, 1940

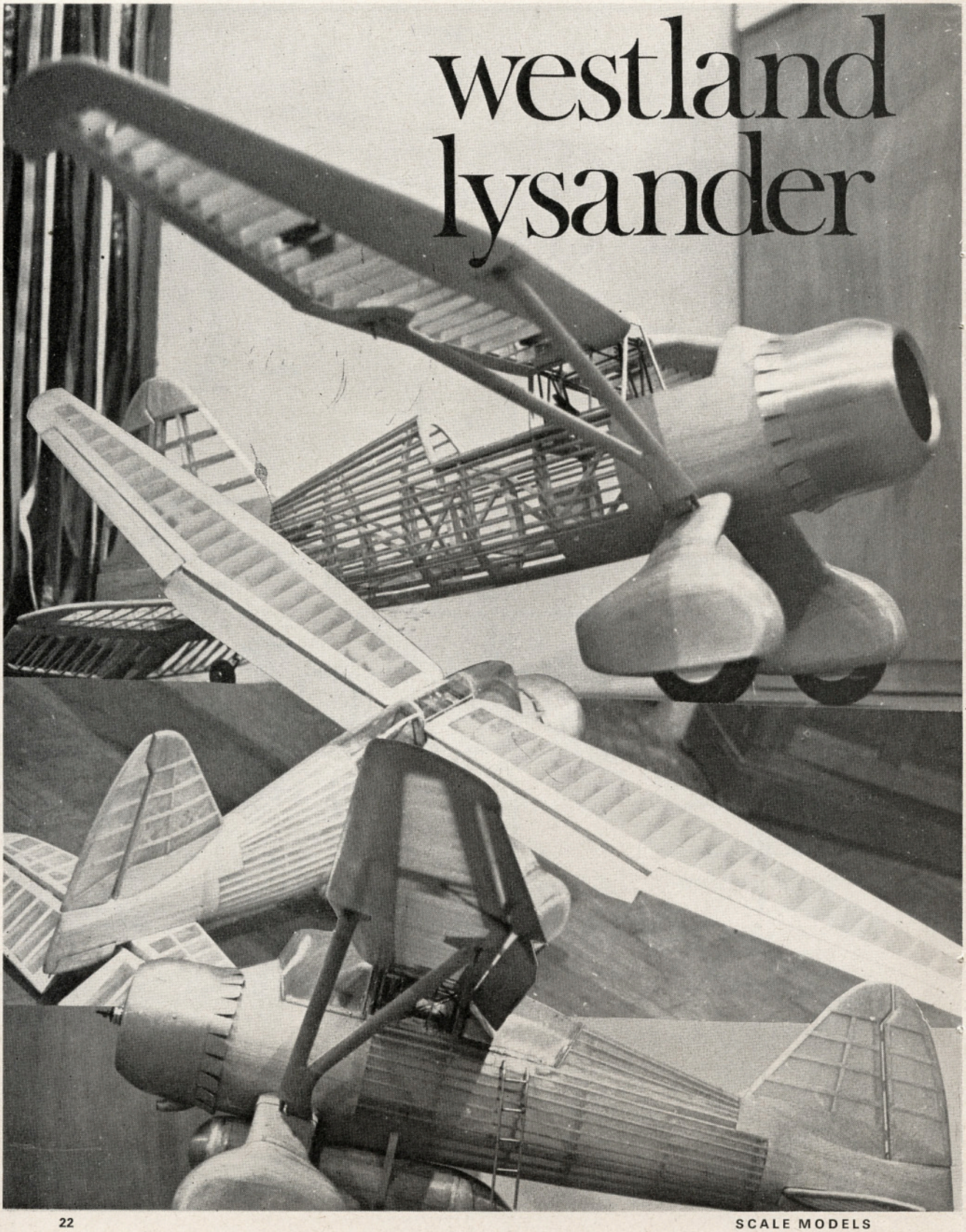
(As P9444, exhibited in Science Museum, London)

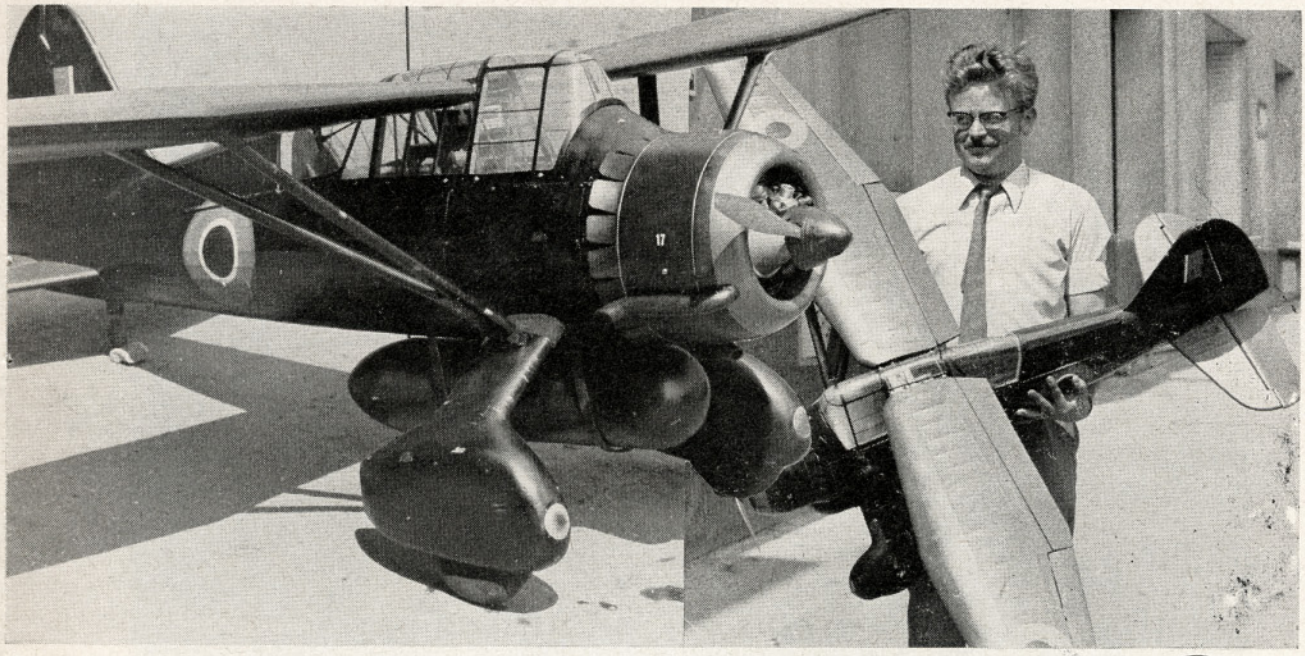




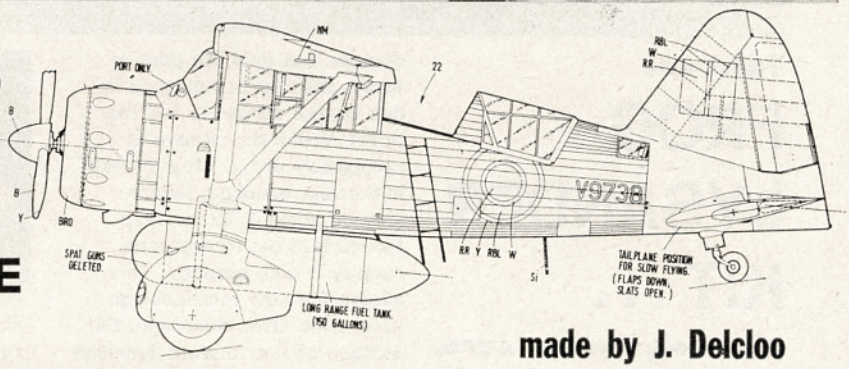
VICKERS-SUPERMARINE SPITFIRE. Mk.I.

westland lysander





RADIO CONTROLLED MODEL OF THE "SPY" VARIANT FROM FRANCE



made by J. Delcloo

THE Westland Lysander has always been the aeromodellers' favourite, in spite of the structural difficulties imposed by the large cabin and shallow wing root for attachment. It also happens to have a voluminous fuselage for its comparatively small, high aspect ratio wing. Few modellers have managed to fully conquer its idiosyncrasies in free-flight. Most successful have been the rubber powered versions – usually made to Aeromodeller Plans Service drawing FSR161 (7/6d.) for a 50 in. wingspan version, though the powered model of 60 in. span (Plan FSP 160 8/6d.) is more popular.

With the arrival of really reliable, fully proportional radio control equipment, sensitive designs like the Lysander become completely practical. This one made by J. Delcloo of Ris Oranges in the South of France is a magnificent example.

M. Delcloo scaled up the Aeromodeller drawing 2873 (5/–), part of which is illustrated above. He made the span 85 inches, and length 52 inches. Flaps and ailerons of scale dimensions are employed; but not the fully trimmable tailplane, since trim control on the elevator itself is ample for the model. Control is by Micro Avionics digital proportional five function gear and the model is powered by the British Merco 61 Mk. III 10 c.c. glow plug engine.

Views of the uncovered, and covered but unpainted structure, illustrate the way in which M. Delcloo has faithfully followed the structure of the full size for stringer and rib positions as well as sheeted areas where metal panelled.

The version chosen for this scale model is the renowned 'spy and supply' drop variant which operated out of secret bases such as R.A.F. Tempsford during the War. Their missions were to carry resistance movement agents into and from the Continent, mainly France. That is why the incongruous ladder is permanently fitted for rapid exit and access, and the huge over-load fuel tank is fitted for extra range, beneath the fuselage. Such Lysanders were completely without defence: but when attacked could make use of the low speed manoeuvrability and the cover of darkness to escape. The Lysanders on these missions were black on all surfaces, and although drab, the colour scheme must make this Frenchman's model extremely impressive.

twin lizzie

Assembled & photographed by Doug McHard

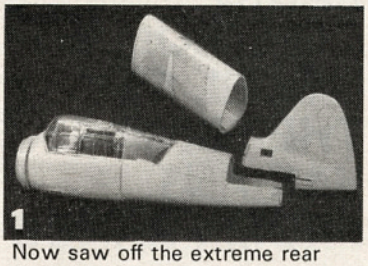
Take one

FROG LYSANDER KIT . . .

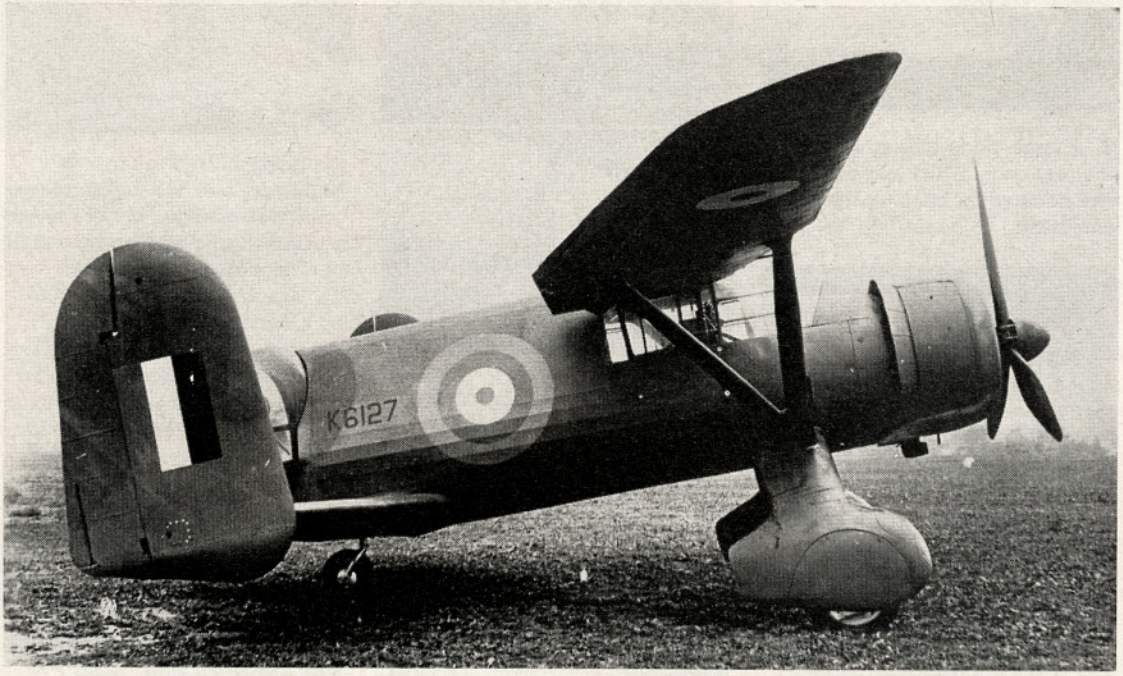
plus Polystyrene card, body putty and cement; then follow Doug through stage-by-stage info for a novel conversion

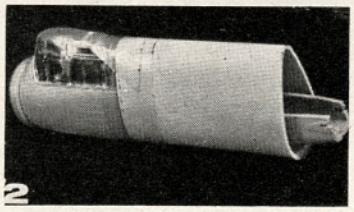
Before we start, let's explain that Plastic Padding is a two-part putty-like substance which dries rapidly and it can be obtained in two forms – Hard and Elastic. The latter is a better choice for our purpose as it is easier to shape than the 'Hard' variety.

1. The fuselage halves are assembled and the cockpit interior completed in the normal manner, but only the pilot is fitted, the rear occupant is in due course moved to the rear turret. When the cement is **completely** dry, a 'step' is filed in the rear fuselage, where shown, about 1/32 in. deep. Notice that the transparent canopy is also stepped. This allows the new rear fuselage tube to be fitted flush with the surface of the forward fuselage.



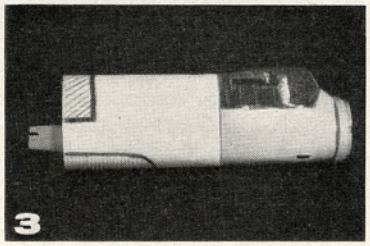
Now saw off the extreme rear fuselage, including the fin and rudder, which are not required.



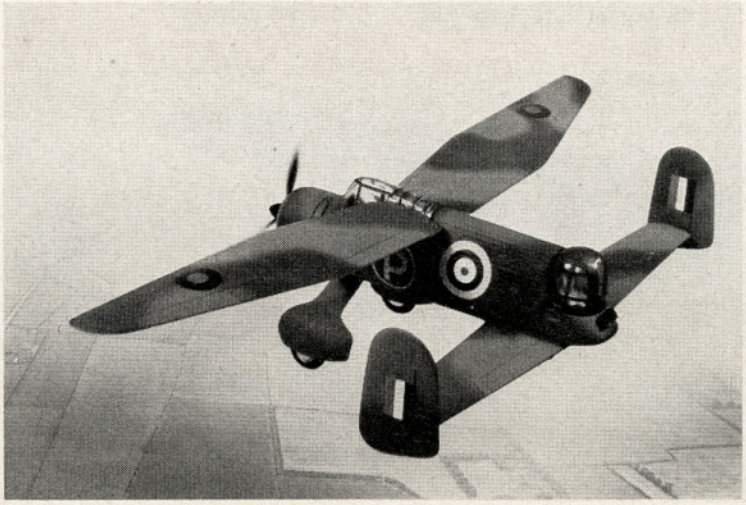


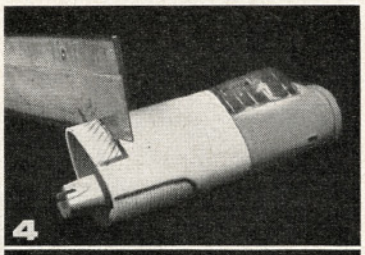
The new plasticard rear fuselage is bent to shape, cemented and held with Sellotape until dry.

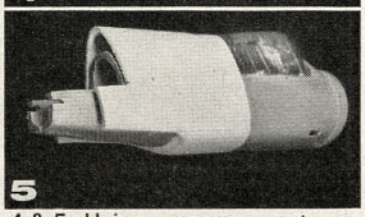
2. File to a taper the front of the lower inner reinforcing plasticard strip to enable the new fuselage rear to neatly butt up against the filed step. Cement in place and hold with Sellotape until dry.
3. Refer to the drawing and mark the areas to be removed for the rear turret and the rear wing. Notice how the roof of the pilot's cockpit is flattened in profile by filing and repolishing first with



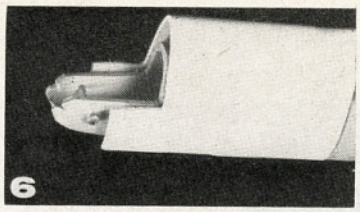
No. 400 wet-or-dry paper, then metal polish.



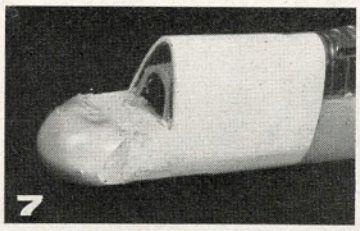




4 & 5. Using a razorsaw, cut carefully and finish off with a smooth file.

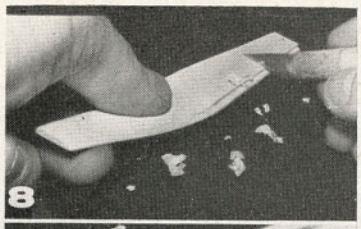


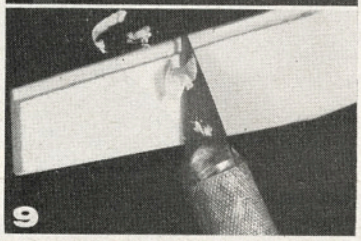
6. A large pin is passed through the rear ends of the 'old fuselage' and secured by bending the end over.



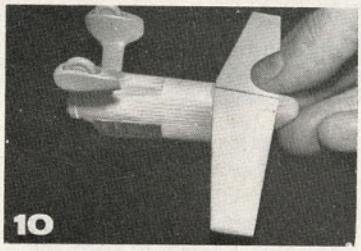
7. Plastic Padding is now built up around the rear fuselage extremity and when set it is cut and filed to the shape of the new turret 'chin'. The pin shown in photo 6 gives a solid anchorage to the Plastic Padding, which does not readily adhere to polystyrene. A better bond can, however, be achieved by smearing the surfaces where adhesion is required with body putty and allowing the rough surface to dry before applying the Plastic Padding.

8 & 9. The new rear wing is laminated, as shown on the drawing, from two layers of 60 thou. plasticard. Alternatively, of course, the wing may be cut from wood. If styrene is used,



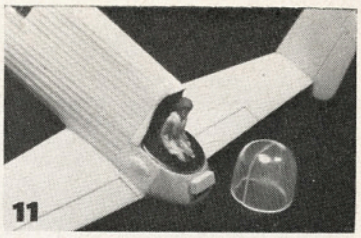


the section may be produced with file and stiff sharp knife used as a scraper at right angles to the plastic surface. The dihedral angle is bent in before the plastic layers are laminated.

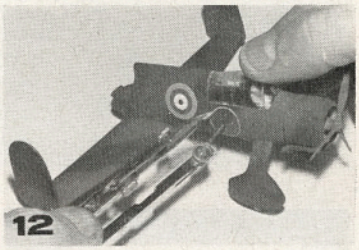


10. Here, the wing is being check-fitted to the fuselage seating. Make certain it is truly 'square' and level when the model is standing on its landing gear.

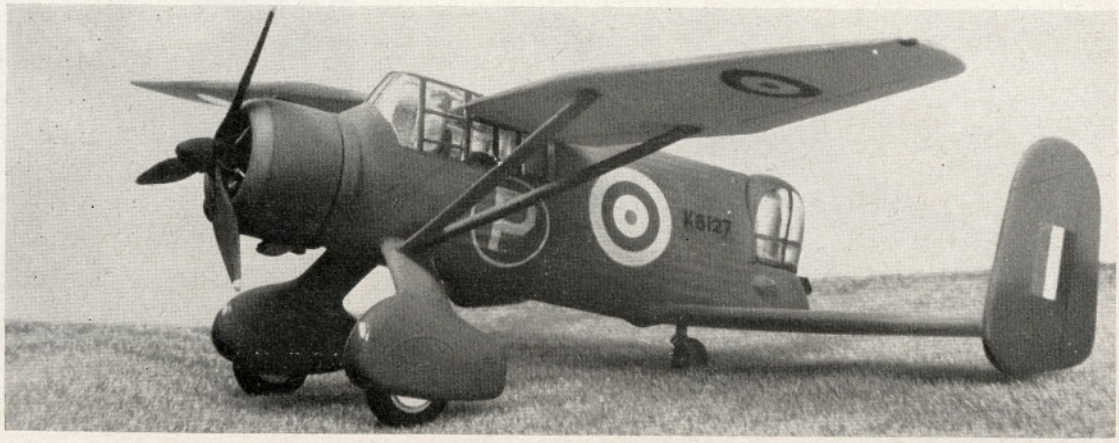
11. The rear turret assembly is clearly seen in this photograph. On the plastic turret base disc,

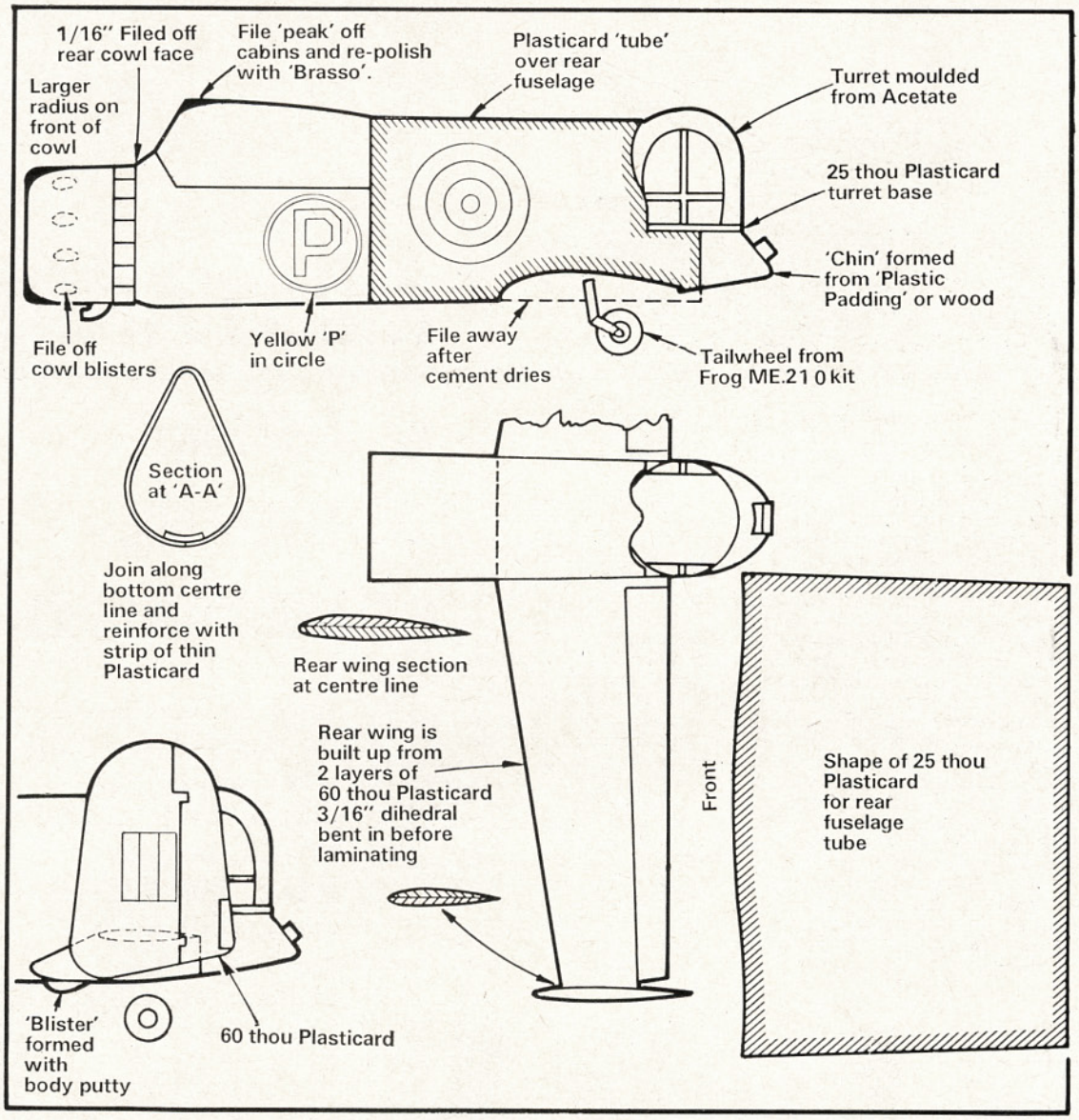


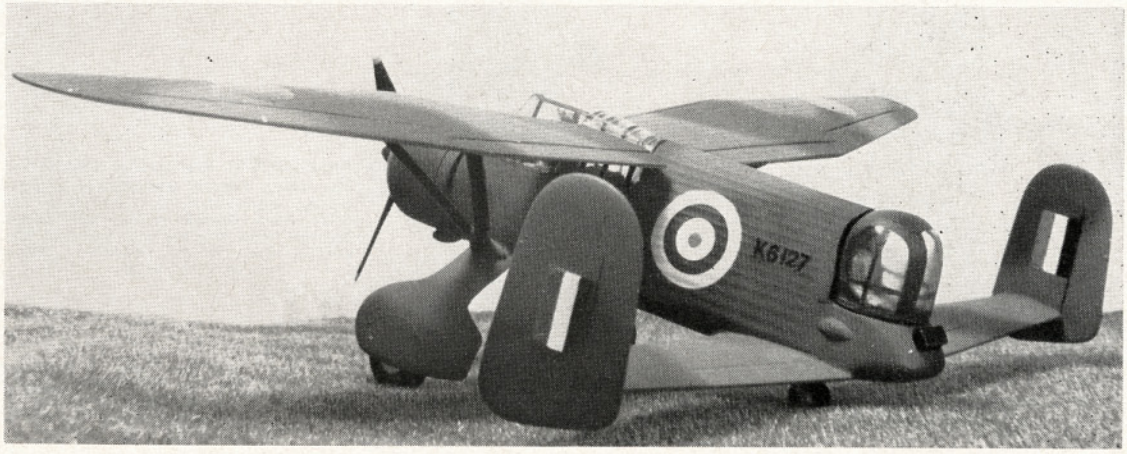
the delegged rear gunner is cemented and the turret proper (ours was moulded in two halves) is trimmed to size. The simulated fabric covering effect on the fuselage is produced by smearing a thin layer of body putty over the plastic and then forming the stringer ridges with medium wet-or-dry paper wrapped round a $\frac{1}{8}$ in. dowel. Mark the stringer spacing first with a soft pencil.



12. After painting, but before fitting the mainplanes, the insignia are applied. Unused alternative roundels from a Frog Blackburn Shark kit are just about right for the fuselage and the yellow 'P' in a circle may be added if desired. The original machine flew both with and without this marking, so to omit it is not incorrect.




1/16" Filed off rear cowl face
File 'peak' off cabins and re-polish with 'Brasso'.
Plasticard 'tube' over rear fuselage
Larger radius on front of cowl
Turret moulded from Acetate
25 thou Plasticard turret base
'Chin' formed from 'Plastic Padding' or wood
File off cowl blisters
Yellow 'P' in circle
File away after cement dries
Tailwheel from Frog ME.210 kit
Section at 'A-A'
Join along bottom centre line and reinforce with strip of thin Plasticard
Rear wing section at centre line
Rear wing is built up from 2 layers of 60 thou Plasticard 3/16" dihedral bent in before laminating
Front
Shape of 25 thou Plasticard for rear fuselage tube
'Blister' formed with body putty
60 thou Plasticard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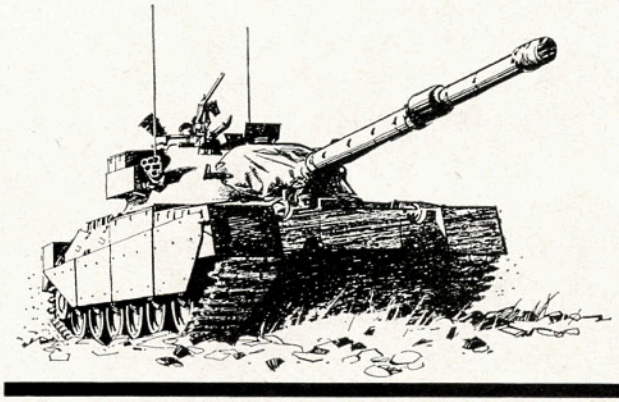


MILITARIA

MILITARY MINIATURE MODIFICATIONS

Why be restricted to Napoleonic troops when making up plastic part soldiers? I.P.M.S. member BILL HEARNE reveals his novel approach to a challenging subject

THERE must certainly be a tremendous number of individuals who share my opinion that it was a great day when a French manufacturer introduced to military miniature enthusiasts a thoroughly intriguing line of soldiers and their varied paraphenalia. It is quite some time now since Historex figures first made their appearance on the British market and unquestionably interest in them has increasingly mounted. Little wonder that this should have occurred because in most every respect they are, positively, exquisite in the eye of anyone who can appreciate the fine detail involved. It is natural I suppose that initially they met with some degree of resistance from those of the, shall we say, 'traditional' metal model soldier fraternity but it is obviously pretty safe to say that this attitude is slowly but surely breaking down as more animators, painters and collectors investigate the kits.

If any kind of criticism is to be levelled at Historex at all then I think it is the fact that their range to date, with one exception – a rather hard to explain Lady Godiva – is solely concerned with Napoleonic troops. However, in view of the fact that they do emanate from a French company this can hardly be regarded as surprising. Furthermore, though one can say that they struck on a winner in that the era does stand as one of history's most colourful and, accordingly, challenging to a large number of devotees anxious to duplicate the uniform intricacies and fascinating to the collectors. But it has come to my ear that shortly the company will be releasing the first of a new series of the opposed British regiments. Nonetheless, it must be a long time before Historex's output can begin to become anywhere near the more varied campaign ranges of many of the far-longer established metal

American Civil War Soldier (Front)
The Union Cavalry Sergeant is given a jaunty appearance by animating him with arms folded across his chest. Seldom does one see this position employed but it is relatively easily accomplished.

(Rear View)
This angle on our Cavalry Sergeant shows the use of stretched plastic sprue for the hand guard of his sabre. The Historex rifle sling can be utilised for such a figure as this.

Officer Pilot R.F.C.

An R.F.C. pilot poses nonchalantly holding a 'trophy' from a recent aerial encounter. .05 in. plastic card was used for the tunic front and skirt, the latter, folded up over the arm, was effected by cuts and plastic putty.

W.W.I German 'Flieger'

Painting of such a dress configuration as this might appear difficult at first glance. But if the tunic is painted before applying leather coat flaps, it works out reasonably easy.

French W.W.I Aviator

A hard helmet being held by this figure of a French flyer seems to give a particular 'Gallic quality' to his pose. Here again painting is important when it comes to depicting a certain nationality.

soldier producers – unless of course *you're* disposed to try to do something about the situation. If such a profound statement makes you stop and ponder my point for a moment then seemingly we've reached the juncture where we should explain the main purpose of a proposed series of articles; the utilisation of what Historex produces for the realisation of other types.

One of the delights of this polystyrene product is the fact that all body elements: heads, torsos, arms, legs, uniform parts, horse equipment and horses are available as you so choose to purchase them, through whom I believe to be this country's most active Historex agent, Lynn Sangster of Dover, Kent and his 'parts service'. Thus you can get whatever items you think you'll need and, with a nominal supply of polystyrene card, plastic putty, the necessary cements, both tube and fluid, it should be possible for you to embark on a few evenings work that could result in a unique, individual figure that you might not have thought possible. It is, therefore, the aim of this series, to appear in subsequent isues of SCALE MODELS, to offer up some tips and techniques which will help the reader towards this end.

Over a period of time I've developed a considerable affection for plastic card, a medium which has helped me produce, through its flexibility and crisp cutting qualities, a number of quite good models and perhaps the reader might recall in the companion MAP magazine *Aero Modeller* (June, 1968) the article, 'Modelling with Plastic Card' where I endeavoured to describe its application to static aircraft models. Since that time I've experimented in combining it with Historex components for the purpose of not only, I believe, to improve upon the basic kits but also to develop other figures that I wished to have for my collection. This relatively brief piece is intended as purely an introduction to a subject which I think could be highly stimulating to those who are anxious to aim for a higher standard in the 'stock' Historex kits: those touches which can be

W.W.II R.A.F. Pilot

In the development of this R.A.F. pilot it was necessary to keep in mind the 'bulk' of his Irving jacket. Pieces of .05 in. plastic card were used to form the forage cap.

applied for traditional interest but perhaps more so for those who wish to 'branch out' and come up with something of an entirely original nature. Illustrating this article are several photographs of figures which I have worked upon and which, I hope the reader will agree, serve to indicate the possibilities of my concept. For example, the R.F.C. Officer was based upon a Historex head, torso and, would you believe, Dragoon legs – while uniform changes were made from .05 in. plastic card, plastic putty and Kleenex 'putties'. The 'leather' coat of the German flyer, as was the Irving jacket of the R.A.F. pilot, was formed from three individual sections – two front pieces and back – and 'tailored' to fit. Heavy, leather clad arms derived from sprue. Odd pieces of sprue were used to form the folded arms of the nonchalant American Civil War soldier and his 'kepi' made from plastic sheet and putty. The French aviators' Trench coat came from .05 in. card, folded and formed to fit over his arm and completed with separate sleeves, collar, pockets and belt, fitted as I felt they would appear with the coat in that position. Both his legs and those of the R.A.F. were scratch built from laminated .060 in. plastic card, whilst all heads were given hair trims and ears attached. The charging Napoleonic 'Red Lancer', along with his mount, is animated and modified extensively in relation to the original kit and the 'shouting' mouth of the face was accomplished with the aid of a hot, round-headed needle.

One problem which does face the Historex modifier is detail by way of braiding, decorations, etc. However many of these items intended for some French Chasseurs-a-cheval, Hussar or Infantryman can be adapted to suit another purpose. But there again a nice, neat job of painting or a specially made transfer can look better than a moulding which could somehow look a bit out of scale and sit too proud on, say, the surface of a shabrack or whatever. But perhaps now we're getting a little ahead of ourselves and, as earlier mentioned, this is after all something of a starting point. So I guess maybe it's best to put up the typewriter for this occasion and look forward to when we can next get together through the pages of what I trust will become your favourite modelling magazine and down to some practical information by way of Military Miniature Modification.

Dutch Lancer of Napoleon's Army

With lance extended, a cavalryman of Napoleon's forces bears down on his foe with his mount at the full gallop. The simple device of drilling up through the horse's leg and installing piano wire, permits such action.

MILITARY INSIGNIA *for scale models*

Part One of a series by TERENCE WISE deals with military formation signs used in World War 2 by the British Army

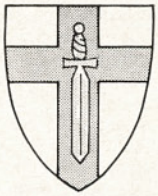
THE final step in almost all forms of model making is the painting of identifying marks. Small as these appear on a finished model they are by no means insignificant and many fine scale models are left incomplete or spoilt by the omission of, or incorrect use of insignia. Perhaps the main reason for this is the lack of readily available information. This especially applies to *military* signs, a sorely neglected subject. In this series of articles it is hoped to bridge the gap.

From the earliest days of organised warfare, armies have utilised emblems to identify units. With the increasing sizes of modern armies the number of emblems also increased until by the Second World War the American Army and Air Force was using some 300 formation badges, whilst the emblems of British, Dominion, Indian and Colonial troops exceeded 500. It is, therefore, obviously impossible to cover the subject fully in a magazine feature. Frustrated enthusiasts are referred to the collection of badges and signs in the Imperial War Museum, London, or the books of Howard Cole, published by Gale and Polden.

The history of British formation badges dates from the beginning of the First World War when all vehicles and directional signs were marked in 'clear'. Later the numbers were changed to emblems to confuse the enemy, the choice of badge being left to each unit, subject to War Office approval. These

badges were limited to armies, corps and divisions and soon after the war ended they fell into disuse, only a few T.A. divisions retaining them. They were re-introduced in early 1940 and many became famous – the Desert Rat symbol of the 7th Armoured Division for example. In September 1948 the War Office declared that formation badges would continue to be worn by all Regular and T.A. formations.

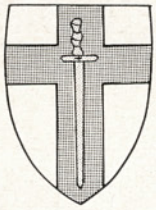
Although formation signs originated in the First World War, we start here with the Second World War because it has the widest range of vehicles for the modeller to build. The insignia shown are but a tiny selection from that of the British Army. Later it is hoped to cover more British units, the Commonwealth, America and Germany; British and American signs of the First World War and – for battle gamers – a brief resumé of standards and colours through the ages with a section on medieval heraldry.



1st ARMY (*Red cross on a white shield with a crusader's sword superimposed in gold and white on the cross.*) Commander: Lieutenant General Sir Kenneth Anderson. 1st Army landed in North Africa in November 1942, cleared Algeria of the occupying German forces and in 1943 took part in the battles in Tunisia that led to the capitulation of the entire German forces in North Africa. The army contained 5 and 9 Corps.

5 CORPS (*White Viking ship on a black background with two black strips and a red cross on the sail.*) Originally part of the force sent to Norway in 1940, the Corps adopted the Viking ship badge to commemorate their service. Later a part of the Home Forces, 5 Corps joined the 1st Army in North Africa in 1942.

9 CORPS (*Black cat arched in defiance on an orange background.*) The badge symbolises the figure 9 with the nine lives of a cat. 9 Corps was in Northern Command before being mobilised in 1942 for service with the 1st Army in Algeria and Tunisia.



2nd ARMY (*Blue cross on a white shield with a gold sword.*) Commander: Lieutenant General Sir Miles Dempsey. Formed in England in the summer of 1943 for the invasion of Europe, 2nd Army went ashore in Normandy on D-Day and saw much hard fighting in establishing the beachhead, at Caen, and in the breakout which culminated in the German defeat at Falaise. The army then took part in the drive through France, crossing the Seine and Somme, the liberation of Brussels and the sweep to the Maas River. In the spring of 1945 the army cleared the enemy from between the Maas and the Rhine and took part in the drive across north west Germany to Hamburg. The army contained 12 and 30 Corps.

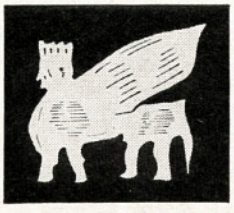
12 Corps

12 CORPS (*Three trees with black trunks and green foliage on a white oval with black background.*) Commander: Major General Thorne. The trees on the badge were chosen to link with the commander's name and the 'oak, the ash and the thorn' in Kipling's *Puck of Pook Hill*. (The Corps was raised in Pook Hill country.) The Corps was part of South East Command until 1944 when it joined 2nd Army. Bremen and Hamburg fell to 12 Corps in the final operations before the German surrender.

30 CORPS (*Charging black boar in a white circle on a black background.*) One of the Western Desert formations, the Corps distinguished itself in the drive to Tobruk, November 1941, and was part of the 8th Army at El Alamein. It was withdrawn to the U.K. early in 1944 to join the 2nd Army. The Corps landed in Normandy under Lieutenant General Sir Brian Horrocks and fought across France, Belgium and Holland to the Rhine, being one of the assault formations in the crossing of the Rhine.

8th ARMY (*Golden crusader's cross on a white shield with a dark blue background.*) Commander: General Sir Alan Cunningham, later Lieutenant General Montgomery. The army was formed in November 1941 from the original Army of the Nile and became famous for its campaign against the Italians and the Afrika Korps. The army swept across Cyrenaica and Tripolitania, then northwards into Tunisia. After the Axis forces in North Africa were defeated the army took part in the invasions of Sicily and Italy. The army was comprised of 13 and 30 Corps.

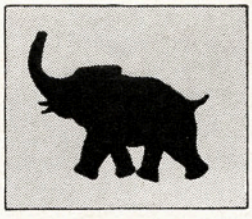
13 CORPS (*A leaping red gazelle on a white oval with a red background.*) After the victory in North Africa the Corps fought at Catania in Sicily and cleared the Axis forces from the island. In September 1943 the Corps landed on the toe of Italy, remaining in that country for the remainder of the war. **30 CORPS** see above.



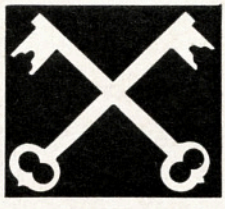
10th ARMY (*Golden Assyrian griffin on a black background.*) Raised in Iraq, the 10th Army formed the major part of the Persia and Iraq force (Paiforce) which quelled the Iraq rebellion of 1941. Its main task was maintaining the lines of communication to Russia from the Persian Gulf to the Caspian Sea and protecting the oilfields of Iraq and South Persia.

12th ARMY (*Golden Burmese dragon on a background of two red and one central black bars with the Roman figures XII in gold.*) Commander: Lieutenant General Sir Montagu Stopford. 12th Army took part in the final operations against the Japanese which led to the liberation of Burma and Malaya. It was disbanded in January 1946 and incorporated into Burma Command.

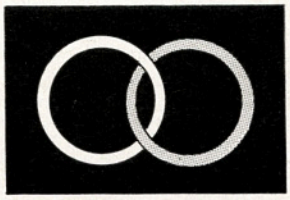
14th ARMY (*Red shield with a narrow white inner border, the centre divided by a dark blue band set across a white sword, the Roman figures XIV in white.*) Commander: General Sir William Slim. Formed in 1943, the 14th Army was the largest single army of the war. In its time it held the longest battle line, from the Bay of Bengal to the borders of India and China, and at one time contained nearly a million men. Grouped in three corps, 4, 15 and 33 (Indian), a fourth corps, the 33, was formed for the invasion of Malaya, while many other divisions served with the army. (These were: 2nd and 36th British, 3rd (Chindits), 5th, 7th, 17th, 19th, 20th, 23rd, 25th and 26th Indian, the 11th East African and 81st and 82nd West African.)



4 CORPS (*Black elephant on red background.*) This corps established the Irrawaddy bridgehead and drove the Japanese from Meiktila. It was in the van of the 14th Army in its drive to Mandalay and Rangoon.



2nd DIVISION (*White crossed keys on black background.*) A pre-war Regular division, the 2nd formed part of the B.E.F. in 1939. Returning to England after Dunkirk, the 2nd took part in the campaigns in Burma against the Japanese.



36th DIVISION (*White and red circles interlocked on a black background.*)

Commander: Major General Feisting. The division saw action in Arakan and Burma, including some of the hardest jungle fighting in the arduous campaign that led to the liberation of Burma.

Many formation signs came into being whilst units were on active service in the first year of the war, and in some cases, emblems were painted on vehicles by the crew members – usually on any convenient flat surface. Later, the use of insignia became more standardised, but unfortunately, almost no records of procedure have survived, and men's memories are short. (Many cannot even remember the divisional number on their vehicles.) In addition, the heavy pens of censors of all nationalities – especially the British – have obliterated so many formation signs on war photographs that three out of four vehicles appear to have borne no insignia at all.

Army and Corps insignia were normally painted on the right hand front wing or bumper of 'soft-skinned' vehicles, and on the glacier plate, or to the right of the driver's hatch on A.F.V.s. This was repeated on the rear left wing, but there are countless examples of these signs appearing on the front *left* and rear *right*. Where possible, it is hoped to give more definite information in later articles, but owing to the reasons stated above, it will rarely be possible to be a hundred per cent correct. Wartime censorship did not apply to many 'private' photographers who may be able to aid us in recording history, by raiding their albums. Can any reader help?

modelling the small ships

THE COASTER M.S. 'SOMERSET COAST'

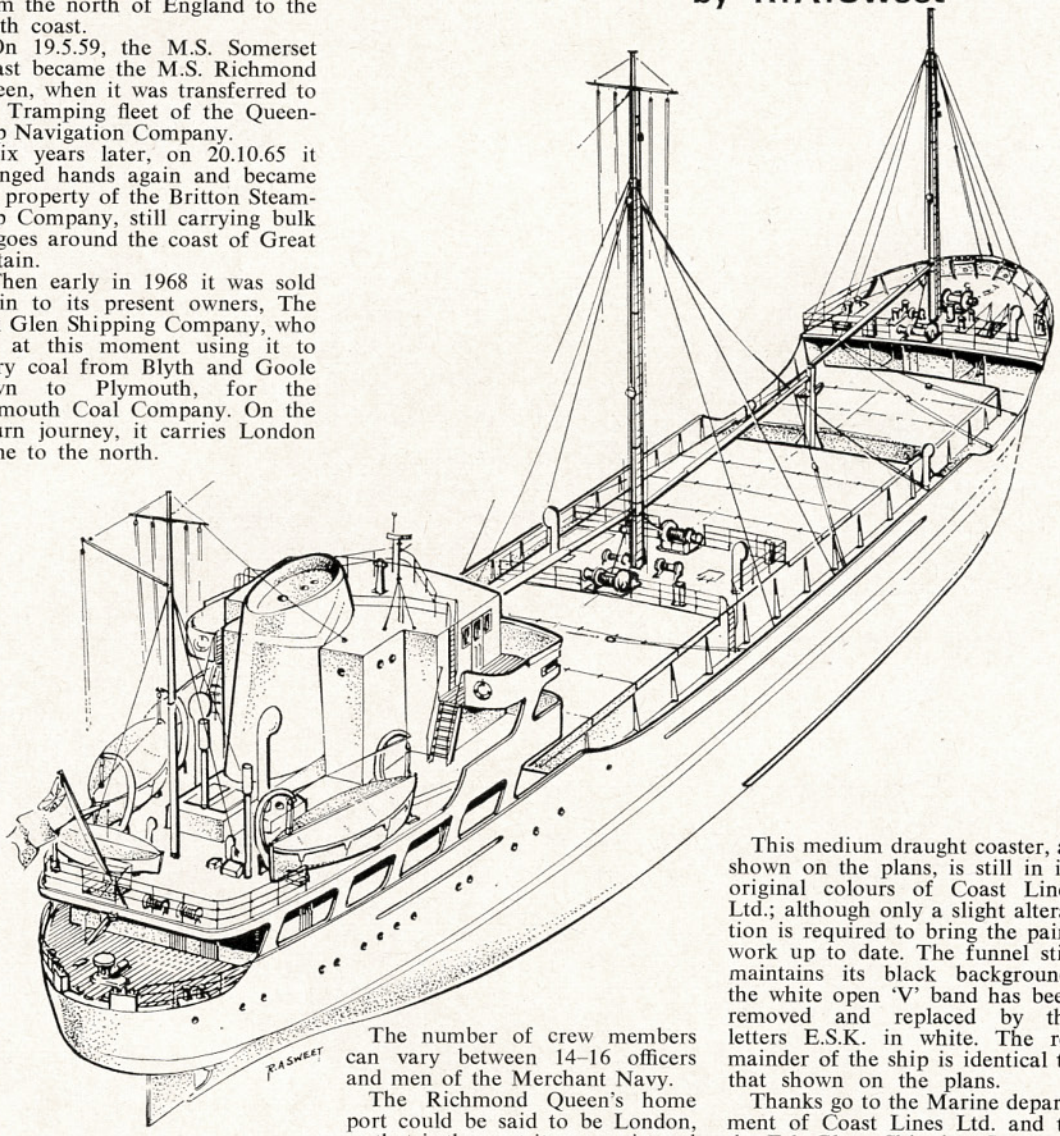
by R.A.Sweet

THE motor ship Somerset Coast was built on the Clyde, by Clelands of Wallsend, for Coast Lines Ltd., who subsequently took over the ship in August 1958 to carry bulk cargoes, mostly coal, from the north of England to the south coast.

On 19.5.59, the M.S. Somerset Coast became the M.S. Richmond Queen, when it was transferred to the Tramping fleet of the Queenship Navigation Company.

Six years later, on 20.10.65 it changed hands again and became the property of the Britton Steamship Company, still carrying bulk cargoes around the coast of Great Britain.

Then early in 1968 it was sold again to its present owners, The Esk Glen Shipping Company, who are at this moment using it to carry coal from Blyth and Goole down to Plymouth, for the Plymouth Coal Company. On the return journey, it carries London stone to the north.



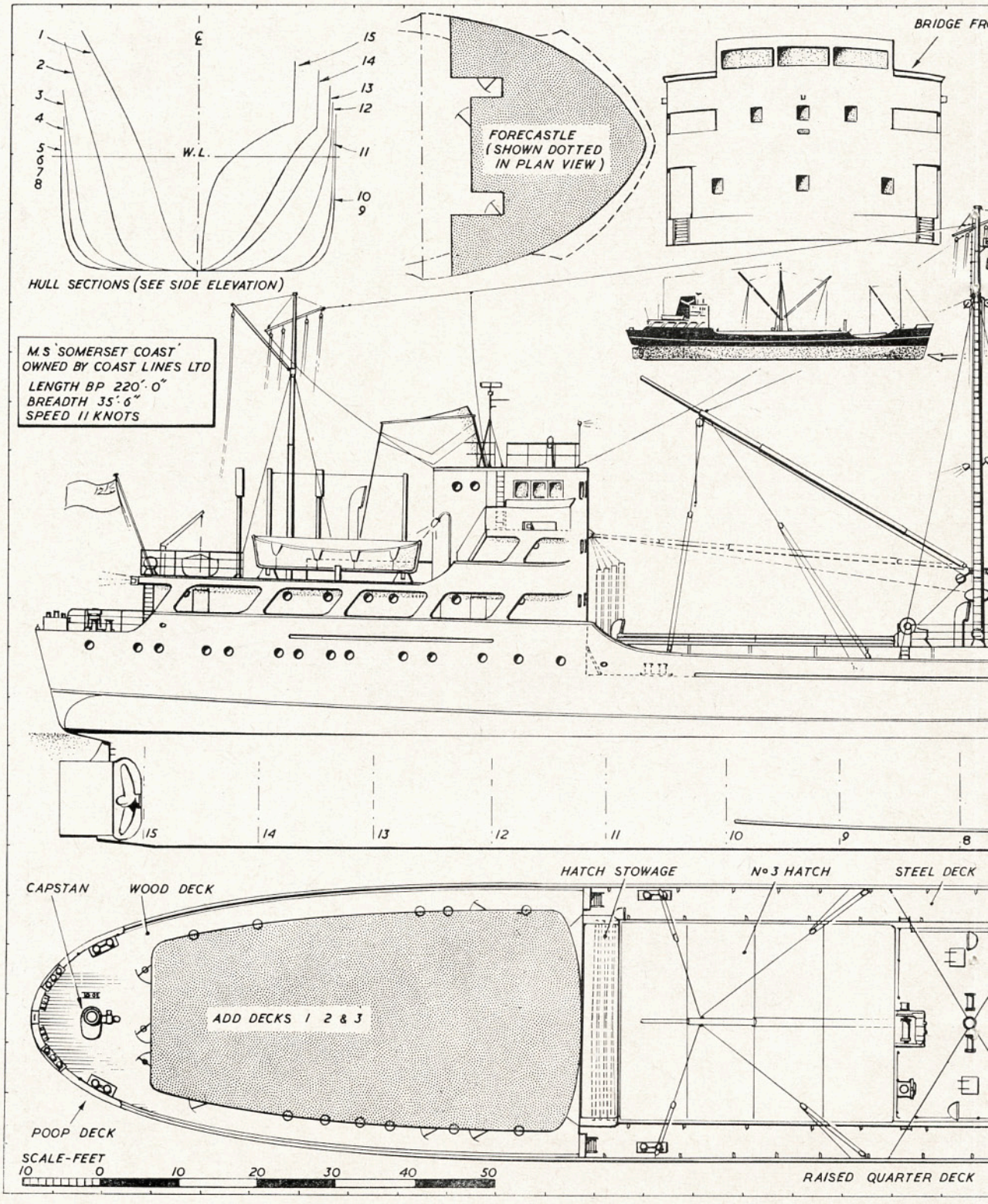
The number of crew members can vary between 14–16 officers and men of the Merchant Navy.

The Richmond Queen's home port could be said to be London, as that is the port it was registered at, although it rarely enters the Port of London Authority waters; it is registered at Lloyds, the No. being 187194.

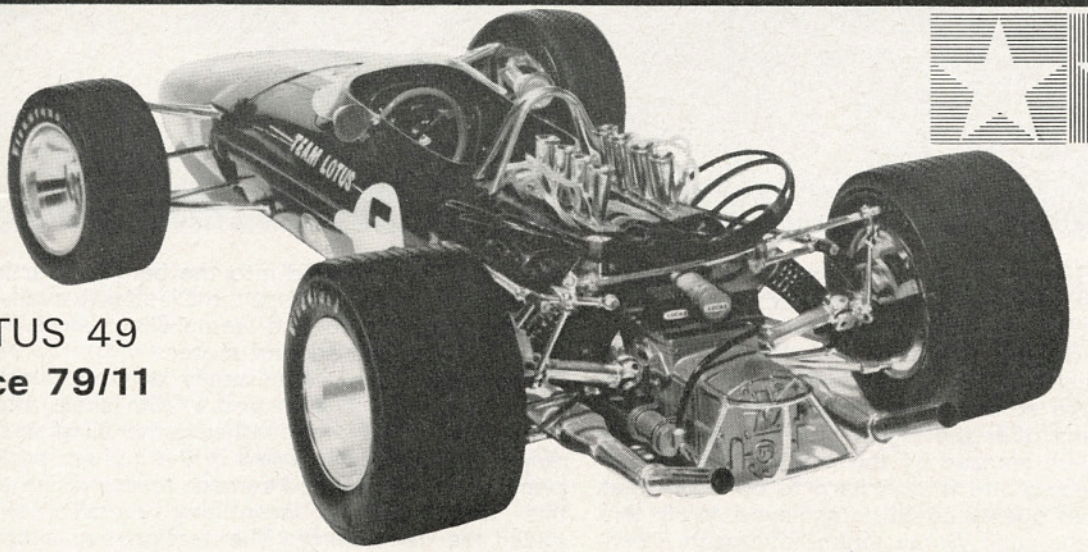
This medium draught coaster, as shown on the plans, is still in its original colours of Coast Lines Ltd.; although only a slight alteration is required to bring the paint work up to date. The funnel still maintains its black background, the white open 'V' band has been removed and replaced by the letters E.S.K. in white. The remainder of the ship is identical to that shown on the plans.

Thanks go to the Marine department of Coast Lines Ltd. and to the Esk Glenn Shipping Company for help in the compilation of this information for the benefit of scale modellers.

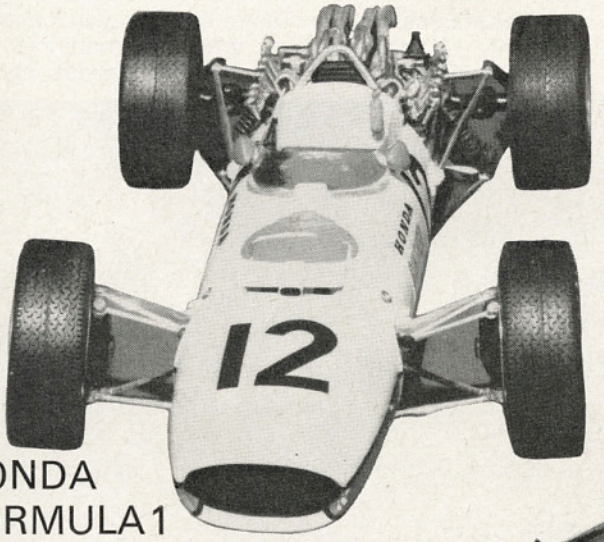
PLAN CONTINUES AFTER ADVERTISERS' ANNOUNCEMENT



TAMIYA

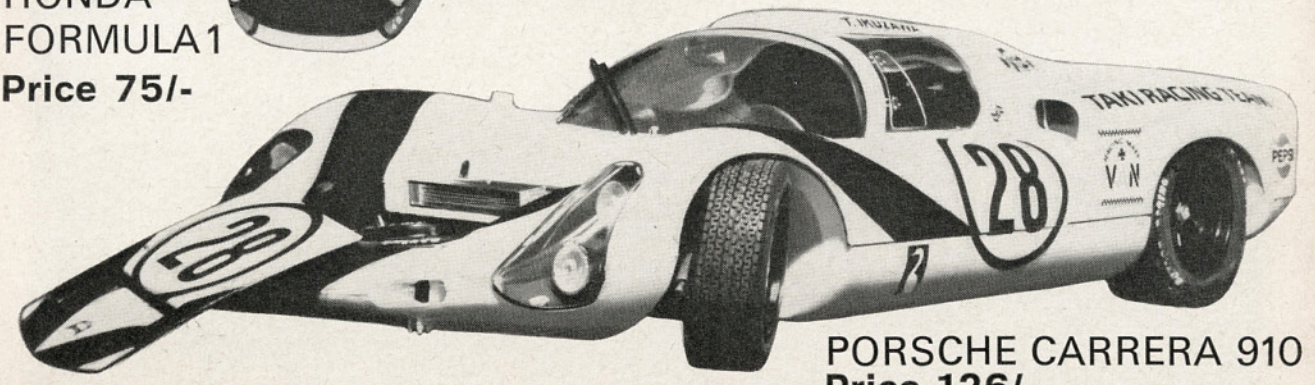


LOTUS 49
Price 79/11

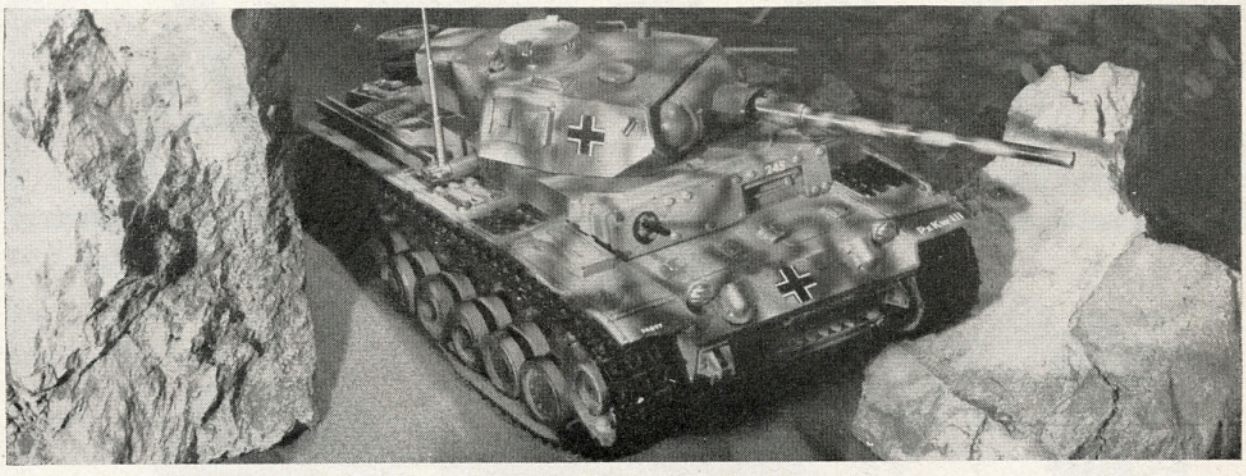


HONDA
FORMULA 1
Price 75/-

3 Superb, Action Packed 1/12th Scale Model Car Kits from Tamiya. Exquisite detail: working suspension, spark plug leads, rubber tyres with full tread pattern and many, many more exciting features. And if you don't want your little brother or son to play with your 1/12th scale models – build him one of Tamiya's beautiful Mini racing series kits. Battery driven and super detail for only 16/11. Five cars in the range: Porsche Carrera 910, Chaparral 2F, Nissan R381, Ford 3 Litre Sports, Lola Mk. III.

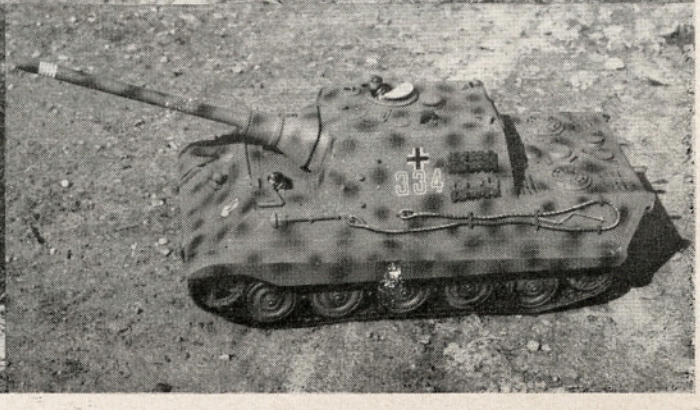


PORSCHE CARRERA 910
Price 126/-



TAMIYA'S MODEL TANKS have introduced a new dimension into plastic modelling, that of movement and action. But this has not been achieved at the expense of authenticity and detail. These kits are exceptionally accurate and precise. Like so many of Tamiya's products the newer items offer the higher quality. Two years ago we were amazed by the models this factory was producing and it was hard to conceive that a still higher quality could be achieved. Well, this has been the case. Some tanks have even a perfectly reproduced cast steel finish, as opposed to the usual smooth plastic surface. The King Tiger, Hunting Tiger, Chieftain, Rommel, Panther and Leopard tank in 1/35th scale are all exceptional models, and motorized into the bargain. Furthermore, they are all (except the Chieftain) available in remote form for only fifteen shillings more. This even includes the second motor.

But Tamiya's brilliance really demonstrates itself in the large 1/21st and 1/25th scale tanks. The 1/25th scale Jagdpanther is the 'King' in this range. The detail and finish in the hull are perfect even to the reproduced cement stucco finish that this tank had, to stop any metallic shine under the camouflage. The torsion bar suspension makes for absolutely realistic movement over obstacles, and, incidentally, Tamiya is about the only kit manufacturer who has managed to get the interleaved Panther wheel layout right.

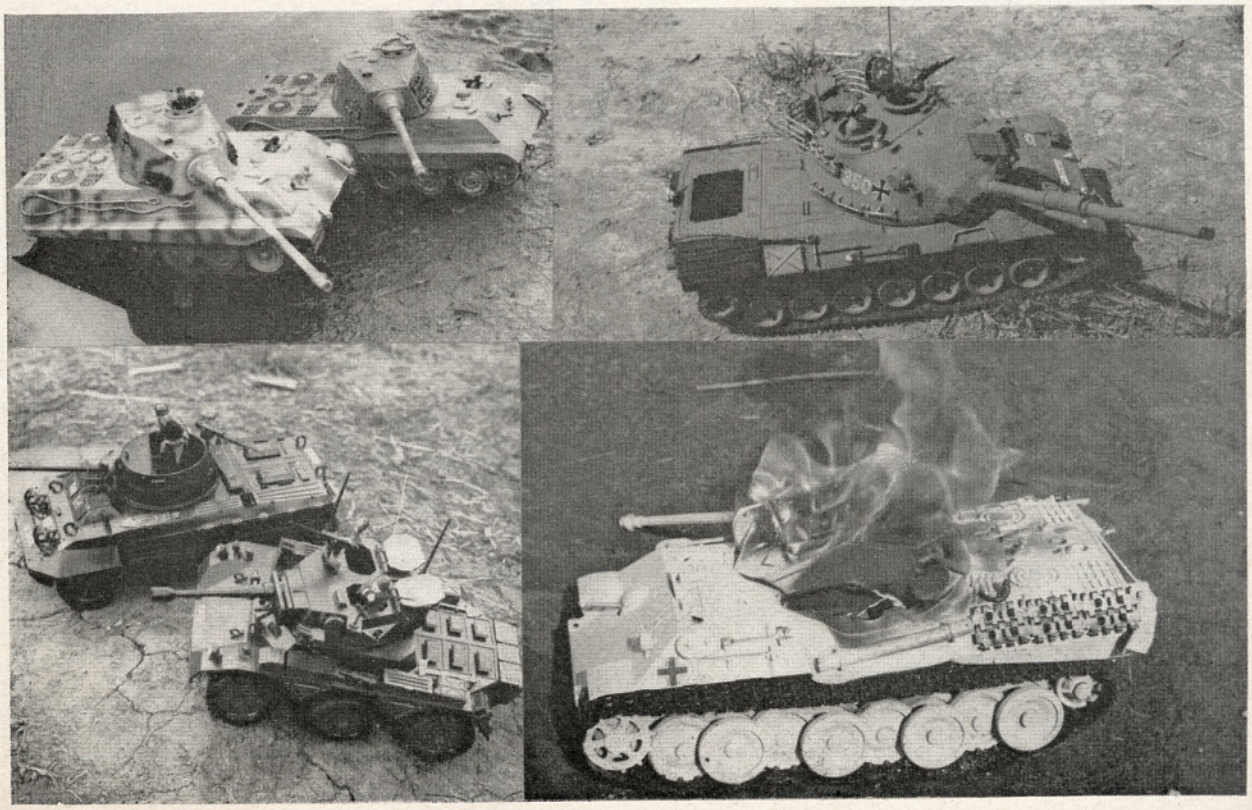


Also you get a realistic tank sound, with even the scrubbing noise of the track. The same applies to the Panther in the same scale. For radio control, we understand that the large Jagdpanther Rommel is the best model, because of the large amount of room inside.

Another outstanding kit in this range is the 1/25th scale British Chieftain tank with cantilever suspension. This model has been widely acclaimed for its exceptional detail. At the end of October it is to be released with a new highly sophisticated remote control system, which will crystalize Tamiya's constant policy of technical improvement.

A fantastic feature of the three 1/25th scale tanks are the tracks made up from individual track plates exactly like a real tank. In some of the latest 1/35th scale tanks a new scale plastic track simulating the real thing is another added bonus. But then detail is Tamiya's hallmark. Where else can you find scale detail down to the spare track, jerry-cans, tools, etc., as in many of Tamiya's tanks ?

Left to right, top: 1/21st Scale German PZKW3, 1/35th French AMX 30 Napoleon.
Centre: 1/25th Scale Chieftain, 1/21st Sherman, 1/35th King Tigers, 1/35th New Leopard.
Bottom: 1/25th Jagdpanther Rommel, 1/35th Hunting Tiger, 1/35th M8 and Saladin Armoured Cars, 1/25th Panther V (in flames).



RIKO

New From Tamiya

ONLY THREE YEARS ago Tamiya's name was hardly known outside Japan. Today, the name clearly represents the highest quality coupled with the minutest detail yet produced in plastic modelling. Each year the design teams of the factory are more and more amazed by their own achievements, and as each new model comes off the drawing board, the tool makers have to attain new peaks of perfection.

How does this factory achieve such exceptional results? Well, the secret lies with the designers. Each car or tank is modelled and designed by one man throughout from start to finish. This guarantees that each part is a perfect fit. Each designer is an expert and enthusiast in his field, and the final product is *his* work of art; *his* own masterpiece.

This is what you get when you buy a Tamiya Kit. Each new model seems to surpass the last, and becomes a greater joy to build. You can, therefore, join some of the world's greatest modellers, in building their kits – each a masterpiece of detail and precision.

If you have never built one, it's time you started. Just find out what has really been achieved in plastic modelling. There's more in Tamiya than just a pretty box!

Latest!! Full Range of Tamiya Kits-Now Available

MOTORISED CAR KITS – 1/12th SCALE

G11	HONDA – FORMULA 1	75.0
G12	PORSCHE CARRERA 910	126.0
G13	LOTUS 49	79.11

TANKS, ETC.: 1/21st SCALE – ALL MOTORISED

G1	M4 SHERMAN TANK (USA)	75.0
G2	PZKW3 GERMAN TANK	75.0
G43	GERMAN 75mm. ASSAULT GUN	75.0
G44	155mm. M2 GUN (US ARMY) – No Motor	34.9

TANKS 21st and 25th SCALE WITH TWO MOTORS AND REMOTE CONTROL

G50	US ARMY 'BIG SHOT' – 21st SCALE	107.0
G51	GERMAN PANTHER – 25th SCALE	128.0
G54	GERMAN JAGD PANTHER ROMMEL – 25th SCALE	128.0
G70	M4 SHERMAN (USA) – 21st SCALE	107.0
G71	PZKW3 GERMAN – 21st SCALE	107.0
G72	GERMAN 75mm. ASSAULT GUN – 21st SCALE	107.0

TANKS 25th SCALE – MOTORISED

G34	GERMAN PANTHER	99.11
G35	GERMAN JAGD PANTHER ROMMEL	99.11
G36	BRITISH CHIEFTAIN TANK	99.11

TANKS, ETC. : 35th SCALE – ALL MOTORISED

G3	T105 JS111 STALIN TANK – RUSSIAN	45.0
G4	T55 RUSSIAN TANK	31.6
G5	M41 WALKER BULLDOG TANK (USA)	25.11
G6	T34 RUSSIAN TANK	25.11
G17	BRITISH CHIEFTAIN TANK	45.0
G18	SCORPION ARMOURED CAR	16.11
G19	SPIDER (COVENTRY) ARMOURED CAR	16.11
G37	GERMAN KING TIGER TANK	45.0
G38	GERMAN HUNTING TIGER TANK	45.0
G40	SALADIN ARMOURED CAR	18.11
G41	M8 ARMOURED CAR	18.11
G42	FRENCH TWIN FLACK TANK AMX DCA 30	25.11
G45	SU100 RUSSIAN ASSAULT GUN	25.11
G46	FRENCH ARCHERY TANK AMX 105	25.11
G47	GERMAN ROMMEL TANK	31.6
G48	FRENCH NAPOLEON TANK AMX 30	31.6
G49	M48 PATTON TANK (USA)	45.0
G52	M4 SHERMAN TANK (USA)	31.6
G57	M36 TYPE B2 DESTROYER TANK (USA)	31.6

TANKS – 35th SCALE WITH TWO MOTORS AND REMOTE CONTROL

G56	KING TIGER	59.11
G58	HUNTING TIGER	59.11
G96	RUSSIAN T10 JS 111 STALIN	59.11
G97	GERMAN PANTHER TANK	59.11
G98	GERMAN ROMMEL TANK	59.11

REMOTE CONTROL CONVERSION KITS

M.1	CONVERSION KIT FOR MOST – 1/35th SCALE	17.11
M.2	CONVERSION KIT FOR MOST – 1/21st SCALE	24.11

TANKS – 1/55th SCALE – ALL MOTORISED

G20	M42 USA HUNTER	12.3
G21	SU57 USSR STALIN	12.3
G22	M24 USA TANK	12.3
G23	DESTROYER USA	12.3
G24	CRUSADER	12.3
G25	LONG TOM USA	12.3

FIGHTER KITS – 72nd SCALE – JAPANESE

G91	ZEROSEN	5.11
G92	SHOKI	5.11
G93	RAIDEN	5.11
G94	HAYATE	5.11
G95	SHINDEN	5.11

FIGHTER KITS – 50th SCALE – JAPANESE

G80	ZERO FIGHTER	12.11
G81	SHIDENKAI MIK	12.11
G82	RAIDEN	12.11
G83	ZERO No. 63	12.11
G84	SHOKI No. 2	12.11
G85	K1–61 HIEN	12.11
G86	HAYABUSA	12.11
G87	K1100 TYPE S MODEL 1A	12.11
G88	SAIUN No. 9 (MYRT)	25.11
G89	DIVE BOMBER TYPE 99	21.6
G90	ZEROSEN PETE	21.6

JET FIGHTER SERIES – 1/100th SCALE

G105	L.T.V.A.–7A CORSAIR 11	5.11
G106	MIG–19 FARMER–E	5.11
G107	DOUGLAS A–4E SKYHAWK	5.11
G108	B.A.C. LIGHTNING F–Mk. 6	5.11
G109	DASSAULT MIRAGE 111C	5.11
G110	FIAT G.91/R1/R4	5.11
G111	STARFIGHTER	5.11
G112	SAAB J35F DRAKEN	5.11

SPACE VEHICLES – MOTORISED

G64	FICTION SPACE CRAFT – APOLLO – 1	39.11
G65	FICTION SPACE CRAFT – JUPITER – 11	49.11

MOTORISED MINI-RACER SERIES – Approx. 1/30th SCALE

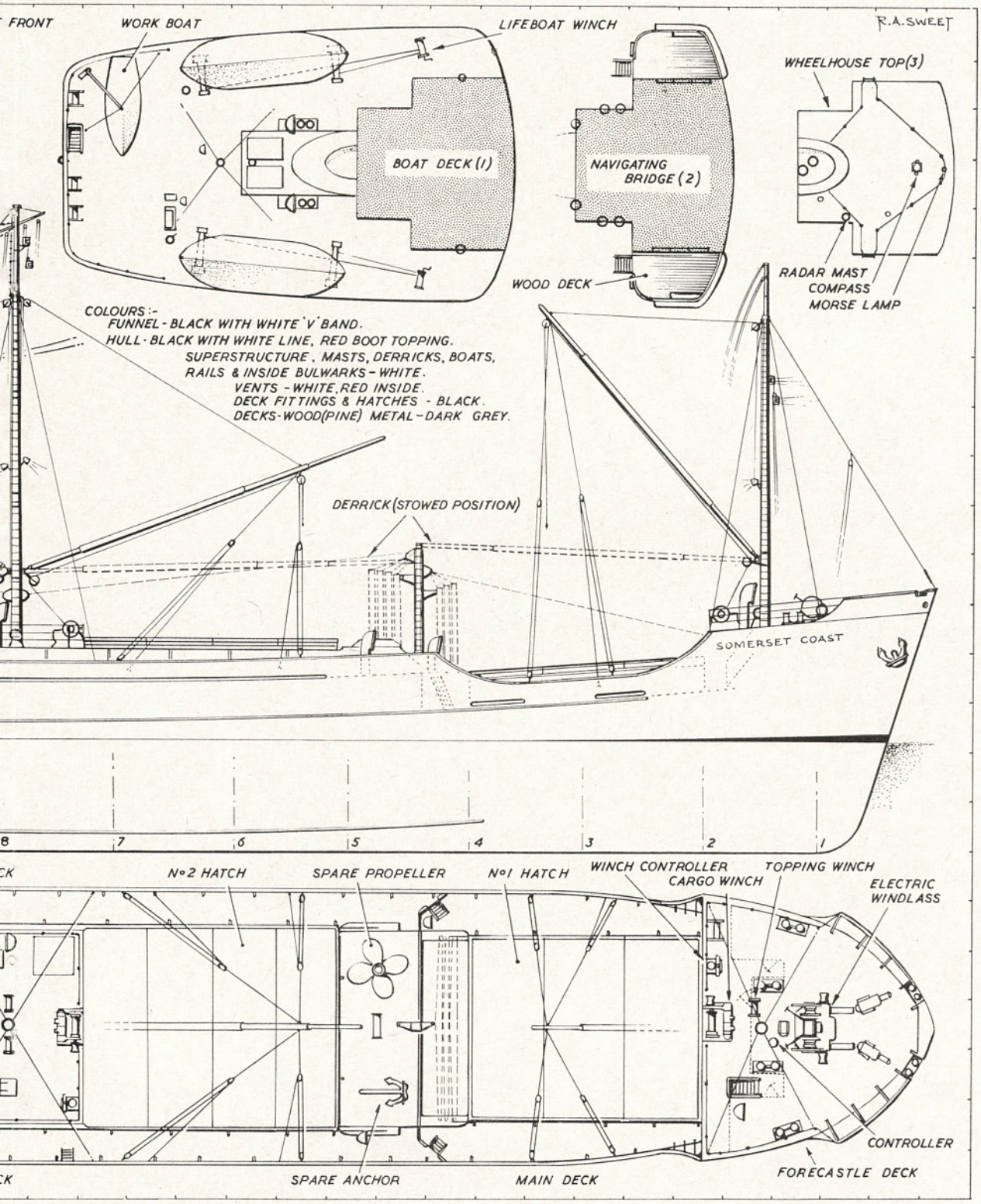
G120	PORSCHE CARRERA 10	16.11
G121	CHAPARRAL 2F	16.11
G122	NISSAN R381	16.11
G123	FORD 3 LITRE SPORTS	16.11
G124	LOLA Mk. 111	16.11

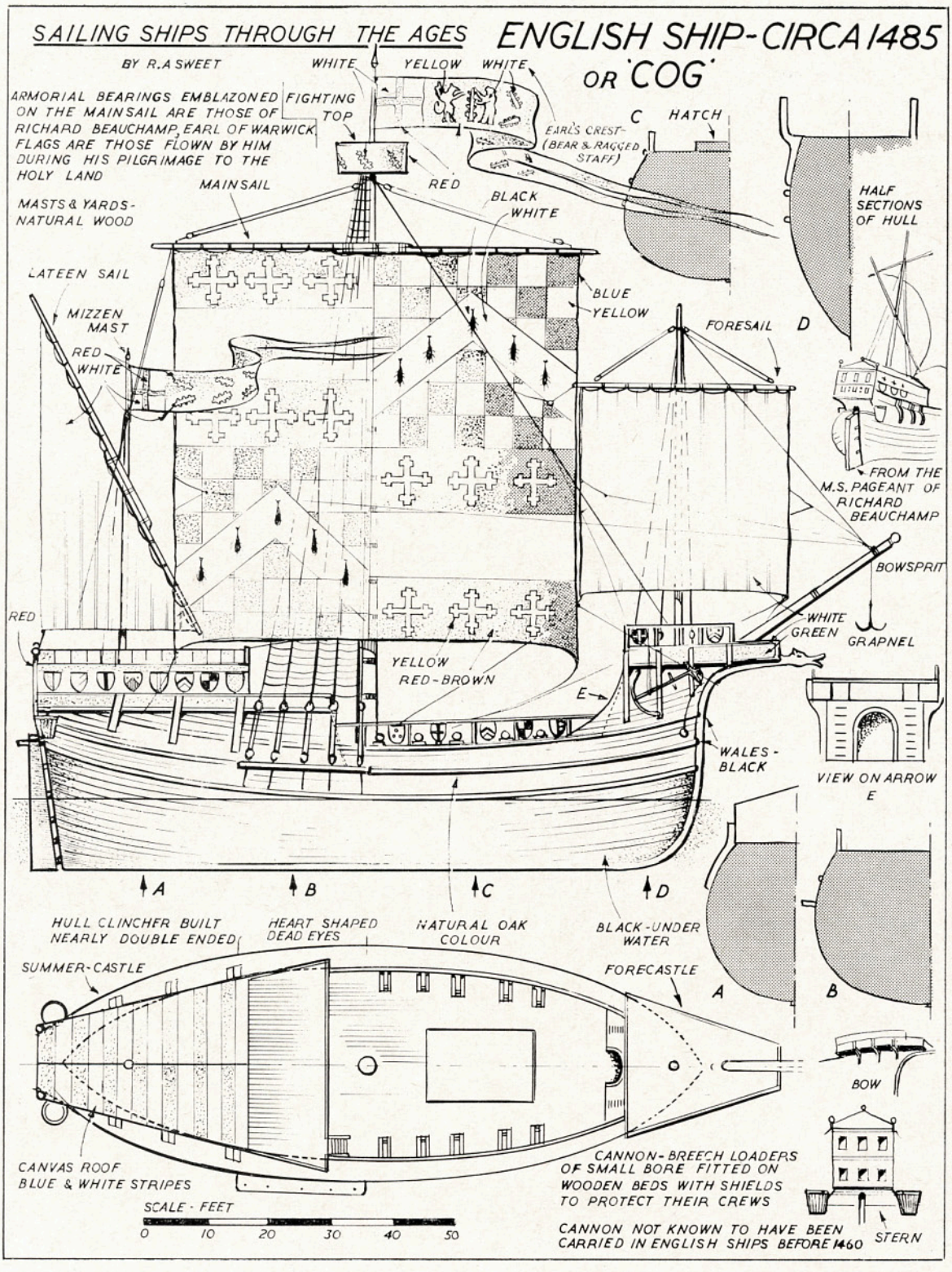
NEW RELEASES FOR OCTOBER AND NOVEMBER

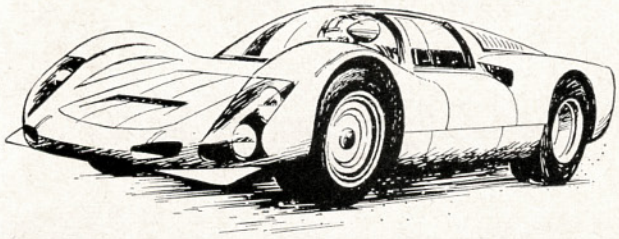
G39	1/25th REMOTE CONTROL CHIEFTAIN	128.0
G33	1/25th SCALE RUSSIAN T.34	79.11
G53	1/35th SCALE LEOPARD TANK	45.0
G55	1/35th SCALE REMOTE CONTROL LEOPARD TANK	59.11
G68	1/35th SCALE PANTHER TANK	45.0
G69	1/35th ROMMEL TANK (NEW MODEL)	45.0
G118	1/35th GERMAN TANK CREW	5.0
G119	1/35th GERMAN INFANTRY SOLDIERS	5.11
G100	1/18th SCALE PORSCHE CARRERA 910	59.11
G113	1/100th SCALE MIG–21 FISHBED	5.11
G114	1/100th SCALE SAAB AJ37 VIGGEN	9.11
G115	1/100th SCALE BELL VH–1B IROQUOIS HELICOPTER	5.11

From all the best model, hobby and toy shops. In case of difficulty write to

RICHARD KOHNSTAM, 13-15A HIGH STREET, HEMEL HEMPSTEAD, HERTS.


FRONT
WORK BOAT
LIFEBOAT WINCH
R.A.SWEET
WHEELHOUSE TOP(3)
BOAT DECK (1)
NAVIGATING BRIDGE (2)
WOOD DECK
RADAR MAST
COMPASS
MORSE LAMP
COLOURS :-
FUNNEL - BLACK WITH WHITE 'V' BAND.
HULL - BLACK WITH WHITE LINE, RED BOOT TOPPING.
SUPERSTRUCTURE, MASTS, DERRICKS, BOATS,
RAILS & INSIDE BULWARKS - WHITE.
VENTS - WHITE, RED INSIDE.
DECK FITTINGS & HATCHES - BLACK.
DECKS - WOOD(PINE) METAL - DARK GREY.
DERRICK (STOWED POSITION)
SOMERSET COAST
8
7
6
5
4
3
2
1
CK
No 2 HATCH
SPARE PROPELLER
No 1 HATCH
WINCH CONTROLLER
CARGO WINCH
TOPPING WINCH
ELECTRIC WINDLASS
CONTROLLER
CK
SPARE ANCHOR
MAIN DECK
FORECASTLE DECK

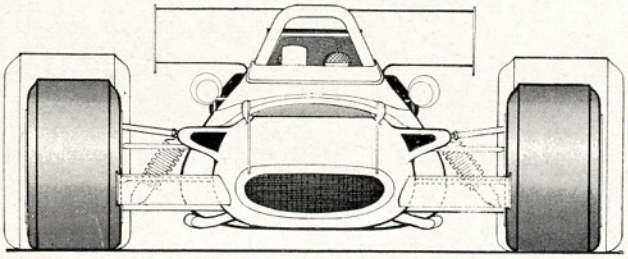

SAILING SHIPS THROUGH THE AGES
ENGLISH SHIP-CIRCA 1485
OR 'COG'
BY R.A SWEET
ARMORIAL BEARINGS EMBLAZONED ON THE MAINSAIL ARE THOSE OF RICHARD BEAUCHAMP, EARL OF WARWICK. FLAGS ARE THOSE FLOWN BY HIM DURING HIS PILGRIMAGE TO THE HOLY LAND
MASTS & YARDS - NATURAL WOOD
WHITE
YELLOW
WHITE
FIGHTING TOP
EARL'S CREST - (BEAR & RAGGED STAFF)
C
HATCH
RED
MAINSAIL
BLACK
WHITE
HALF SECTIONS OF HULL
LATEEN SAIL
MIZZEN MAST
RED
WHITE
BLUE
YELLOW
FORESAIL
D
FROM THE M.S. PAGEANT OF RICHARD BEAUCHAMP
BOWSPRIT
RED
WHITE
GREEN
GRAPNEL
YELLOW
RED-BROWN
E
WALES - BLACK
VIEW ON ARROW E
A
B
C
D
HULL CLINCHER BUILT NEARLY DOUBLE ENDED
HEART SHAPED DEAD EYES
NATURAL OAK COLOUR
BLACK-UNDER WATER
SUMMER-CASTLE
FORECASTLE
A
B
BOW
CANVAS ROOF BLUE & WHITE STRIPES
CANNON-BREECH LOADERS OF SMALL BORE FITTED ON WOODEN BEDS WITH SHIELDS TO PROTECT THEIR CREWS
SCALE - FEET
0
10
20
30
40
50
CANNON NOT KNOWN TO HAVE BEEN CARRIED IN ENGLISH SHIPS BEFORE 1460
STERN



AUTO

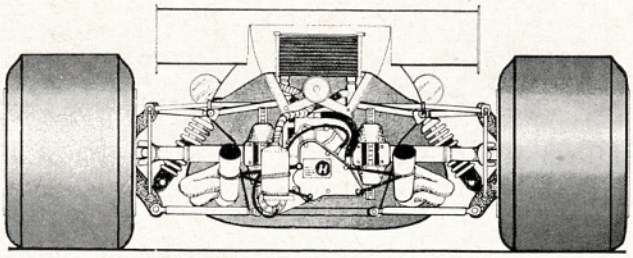
Formula 1 car of the year

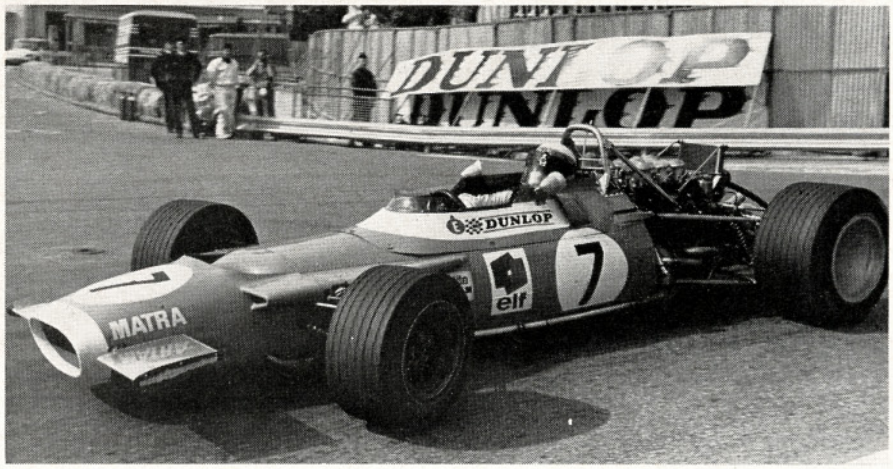
MATRA MS 80



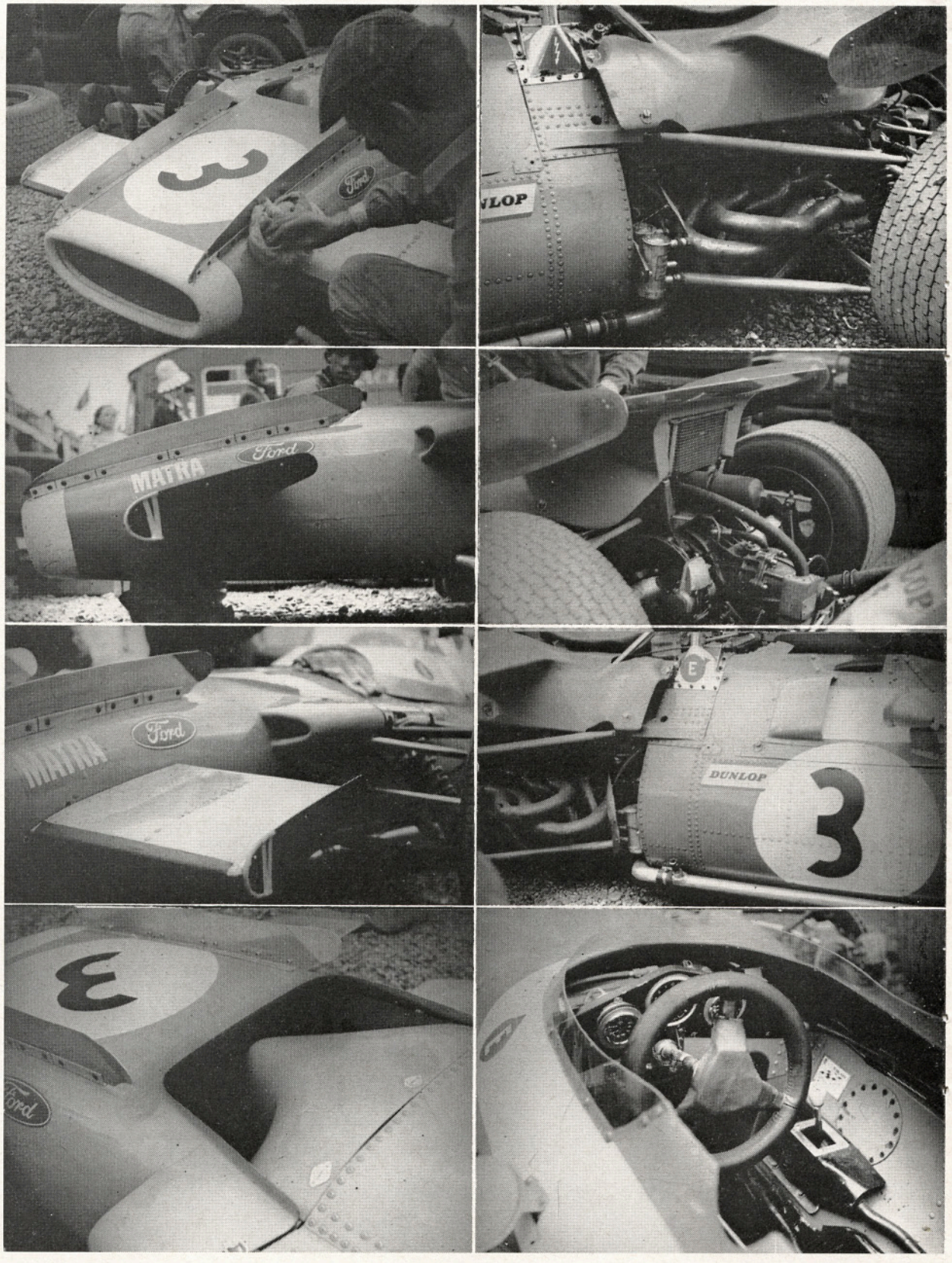
Described by John Wood

Drawn by Roger Taylor





Without its rear aerofoil, and with the earlier, shorter nose fairing, the blue Matra MS 80 practising at Monaco – 'Motor Sport' photograph.


3
Ford
DUNLOP
MATRA
Ford
MATRA
Ford
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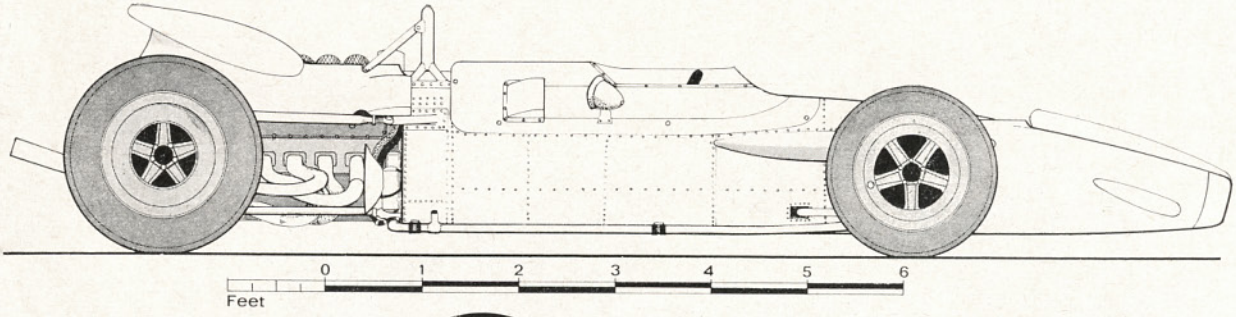
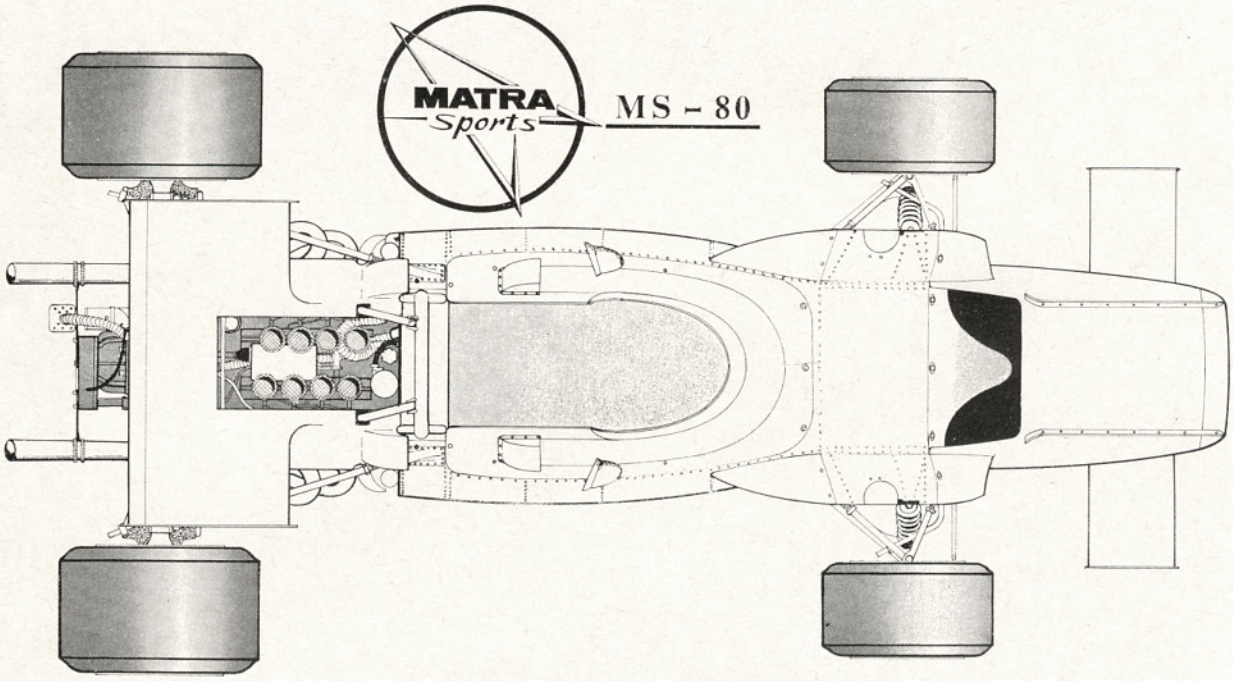




1/24th SCALE DRAWING

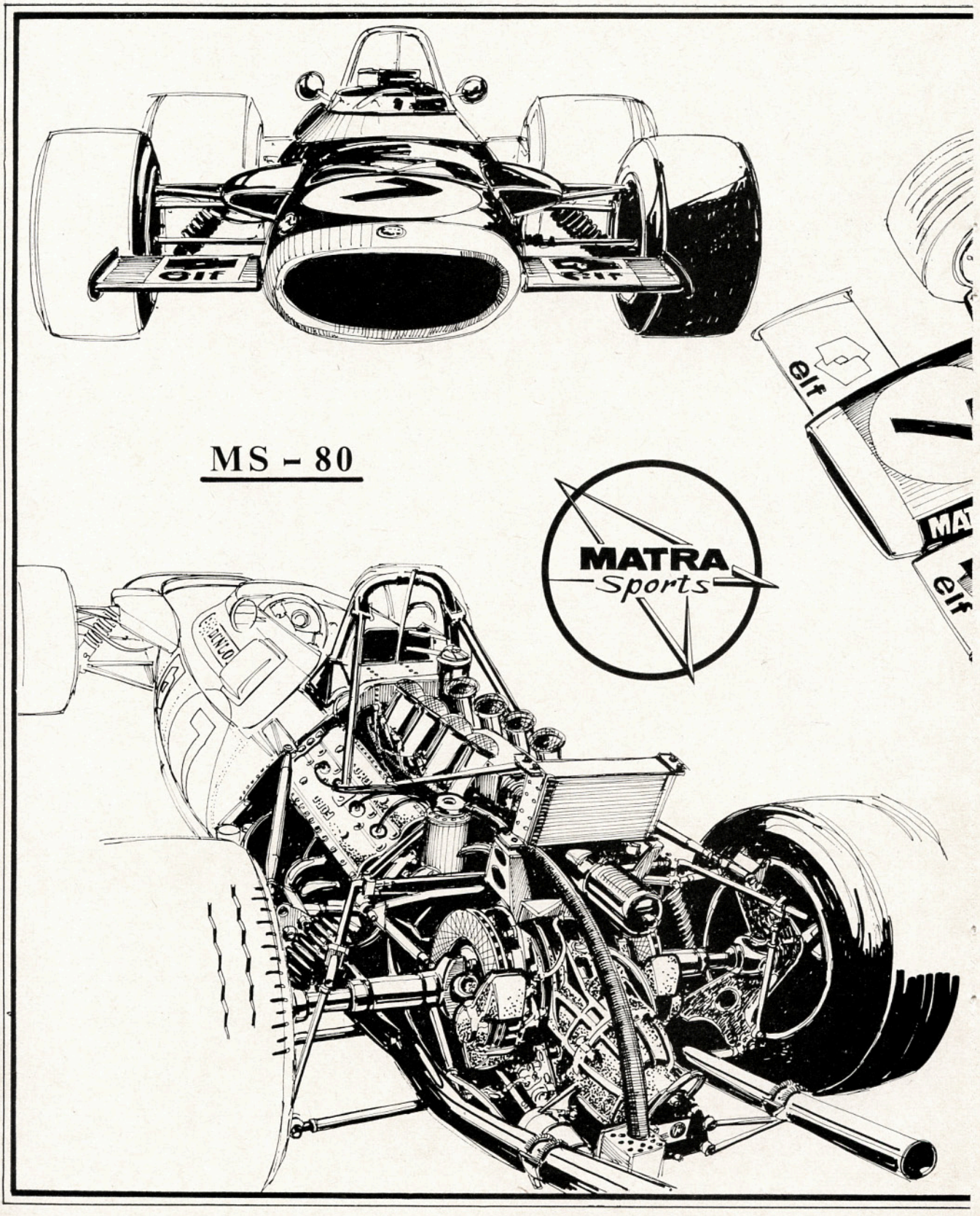
Photographs of Beltoise's car at Silverstone which Jackie Stewart eventually drove, show the extended nose fairing and the built in aerofoil at the rear which appears in Roger Taylor's scale drawing above. Subtle details for the model maker to note are the deflected ends of airflow straighteners on the top of the nose fairing, the 'E' markings level with the instrument panel on the left side and on the roll bar base at right side, the endplate on all aerofoils and the mechanic's tartan cap – part of his uniform.

IT IS not often that one driver/car combination completely dominates grand prix racing, but this year we are seeing just that happen, the driver in question being Jackie Stewart and the car the Matra M.S.80 Cosworth. Out of seven races entered Stewart has scored five victories and a second place finish, with only one retirement, a record to be proud of. Stewart can, at the time of writing, only lose the World Drivers Championship by a fluke. While much of the credit for this success can be attributed to Stewart's driving prowess, a lot of people forget that he is driving the best car in present-day formula one racing.

The M.S.80 first appeared in practice for the South African G.P. and first raced in the Daily Mail Race of Champions at Brands Hatch. For this race and its next, the Spanish G.P., the car was fitted with a large aerofoil mounted on its rear suspension. Since the banning of wings, an engine cover with a wing shape moulded into it has featured on the car, this is the only significant change to be made to the M.S.80 since its introduction.

The car's monocoque chassis was designed by an unnamed employee of the French aerospace company, who follows the lead set by the Lotus 49 by ending it at the rear of the cockpit. The engine thus forms the rear chassis, and on to it is hung the rear suspension. The suspension itself is interesting in that it departs from the normal 'grand prix' pattern. At the front, upper

continued on page 46


elf
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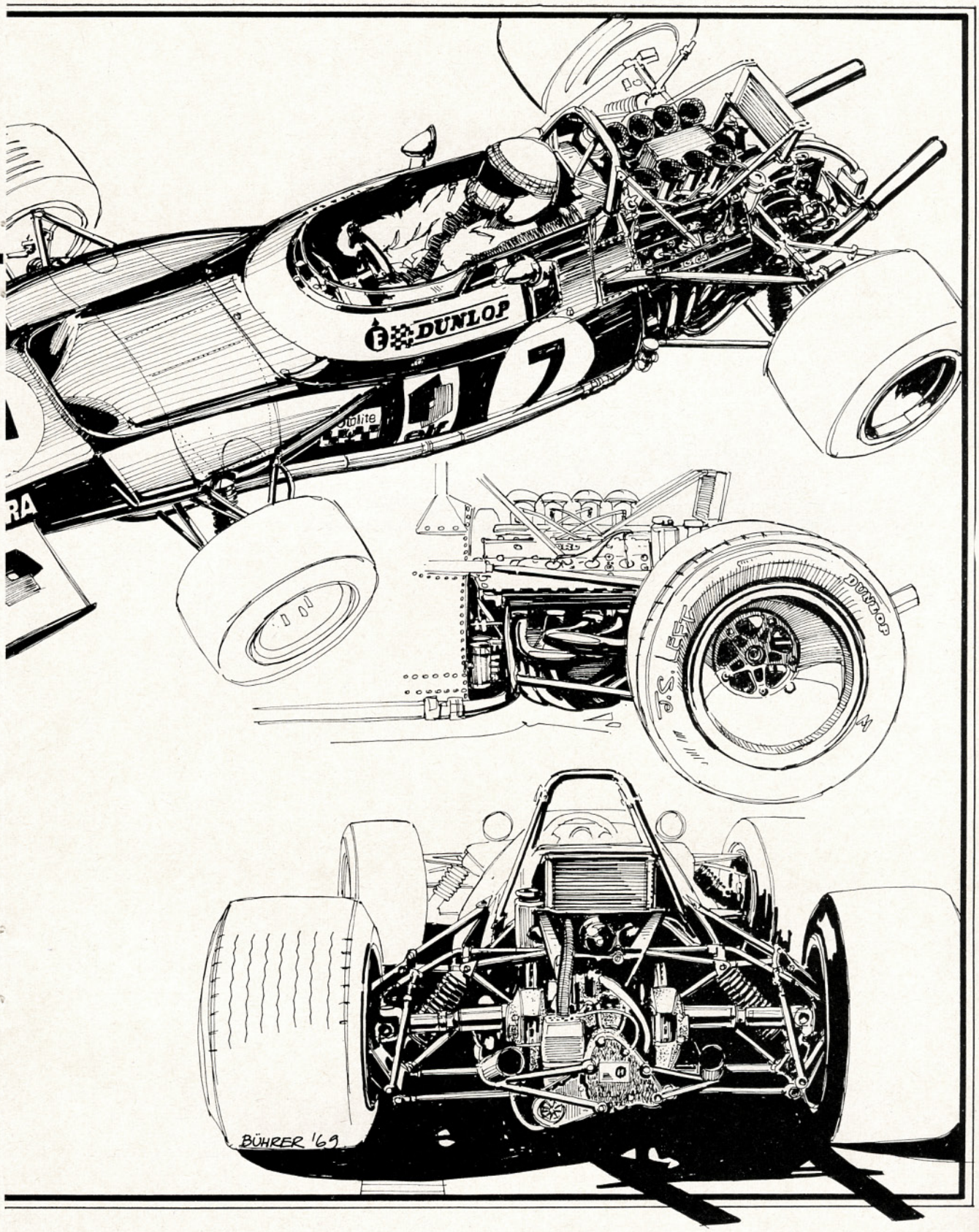
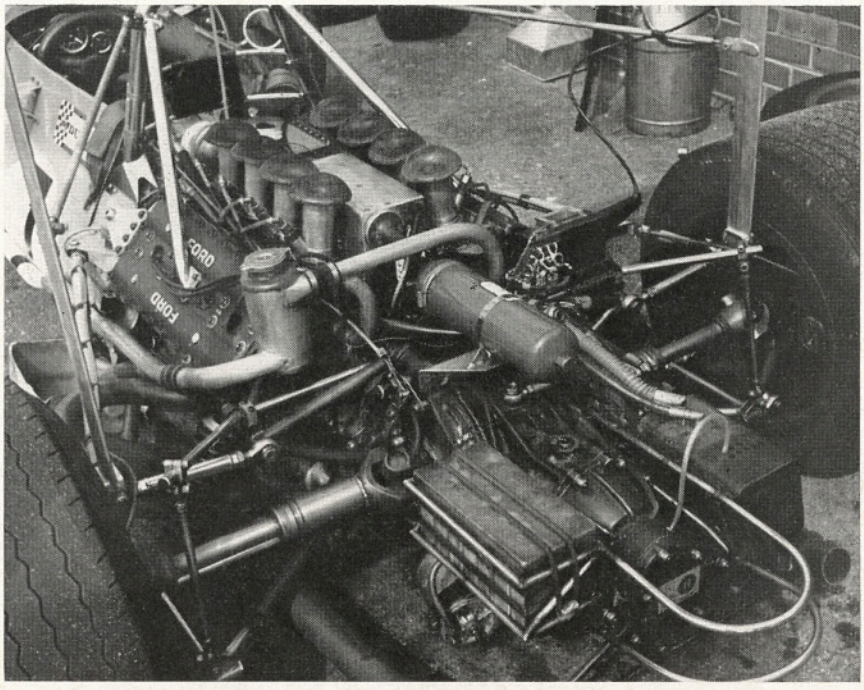
MS - 80
MATRA
Sports


DUNLOP
7
elf
DUNLOP
J.S. LEE
BÜHRER '69



The dominant Cosworth-Ford Vee-8 cylinder with which can run up to 10,000 r.p.m. and produces 420 b.h.p. This Motor Sport photograph shows earlier installation without the oil cooler mounted above, as in Buhrer's sketch of Monaco and Brands Hatch version on previous pages. Cooler is now enveloped in the new aerofoil.

MATRA MS80 (continued from page 43)

and lower wishbones with coil-spring damper units mounted in the airstream are used. An anti-roll bar connects the suspension and the front fins are coupled to this anti-roll bar, so, as the suspension moves, the angle of the fins alters, thus providing maximum downthrust at the time it is most needed. The rear suspension employs a single top link and parallel bottom links located by twin radius arms, a coil-spring damper unit and an anti-roll bar complete the suspension set up. The M.S.80's fuel tanks are all mounted low in the monocoque. This ensures that there is little weight transfer as the tanks are emptied. This placing of the fuel tanks accounts for the car's 'pregnant' appearance.

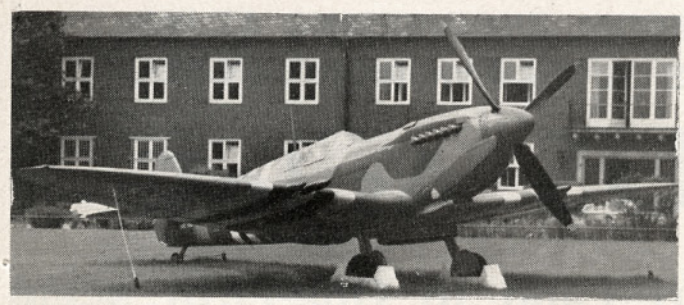
The Matra uses the Cosworth-Ford DFV V8 engine, which has turned formula one into a king-sized version of Formula Ford racing. The 1969 version of the DFV can be revved to 10,000 r.p.m., 500 r.p.m. more than the 1968 version. It produces about 420 b.h.p. at that speed.

Jean-Pierre Beltoise, France's top driver has driven a second M.S.80 in most races this year, his second place in the French G.P., behind Stewart, is his best performance to date. Stewart and Beltoise are entered by Ken Tyrell's Matra International team, which is in effect the works Matra team. The cars are painted in the works Matra colour of French Racing Blue (a 'soft', light blue) and they have white cockpit sides. Beltoise's car also has a white noseband. Giant Elf and Dunlop stickers are carried on the cars' rear wings and body sides, similarly sized stickers for Elf are carried on the front fins. Autolite and Ford advertisements are also carried on the car's side. Stewart's car has carried the numbers 2, 3, 4, 7 and 20 through the season, while Beltoise's has carried 4, 5, 7 and 8.

Matra are, at the moment, developing a four-wheel drive successor to the M.S.80, the M.S.84, and this car should be raceworthy fairly soon. It will be interesting to see if the M.S.84 can further reinforce the impact the M.S.80 has made so far in its short but successful career. If it can, Jackie Stewart could be dominating grand prix racing for quite a few years to come.

A Selection of Car Plans from our vast range. These are 1/32nd scale, 2/– each pair.

MM/878	1963	Aston Martin 215 Zagato
	1921	Aston Martin 1½L. G.P.
MM/879	1933	Napier Railton
MM/880	1935	Auto Union Rennlimousin
	1931	Alfa Romeo Monza 8C—2300
MM/881	1904	Panhard and Lavassor
	1965	Maserati 152
MM/882	1965	Ferrari Dino
MM/883	1938	Mercedes Benz Type 540K Special Roadster
MM/884	1926	Vauxhall 30–98 Wensum
MM/965	1965	Lotus 38
MM/966		Avus Mercedes Benz
MM/967	1954	Lancia D.24 Sports
	1953	Bristol 450
MM/968	1965	Shelby Daytona Cobra
	1965	Felday 4
MM/969	1964	Hussein Mk. 1
		Porsche Carrera 6
MM/970		Messerschmitt 500 Mini Moke
MM/971	1965	Chapparal 2E
	1965	Ford G.T.
MM/972	1965	Chapparal 2D
	1966	Anglo American Racers Eagle
MM/973	1962	Amilcar G.6
	1923	Voisin G.P.
MM/974	1966	Ferrari 330 P3
	1967	Ferrari 330 P4
MM/975		Lamborghini 350 G.T.
		Lamborghini P400 Muira
MM/976	1956	Renault 'Shooting Star'
MM/977	1929	Morgan Sports
	1929/32	Austin Ulster
MM/978		Brooklands Riley
		Bugatti Type 40
MM/979	1923	TT Replica Fraser Nash
	1948	H.R.G. 2 seater Sports
MM/980		Lotus 7
		Lotus Super 7



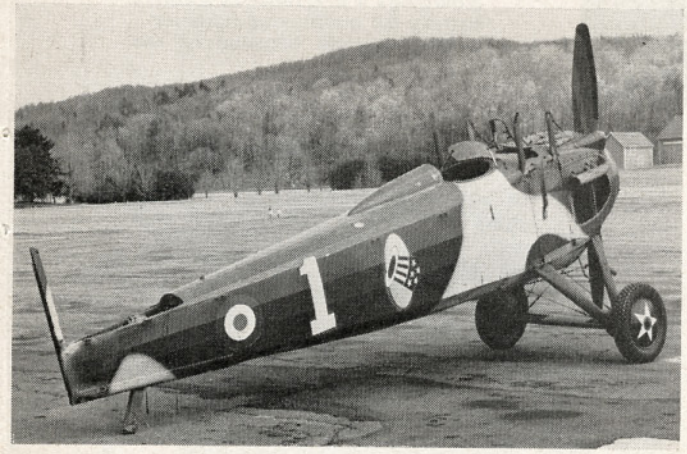
Rare Mk. IX Spitfire MK732, Gutersloh, Germany – M.O.D. 1969 report 'Condition poor'. (The RAF's only other Mk. IX, MK356, ex Locking, is now at Henlow.) How many, visiting RAF Debden, and seeing the Hunter at the A.130 (Thaxted) entrance, know there is a Vampire F.1 VF301 on the other side of the camp? Should our only complete Mk. I remain outdoors?

THE VINTAGE SCENE

A monthly Memoranda on where to find the rare preservations by LES. HUNT

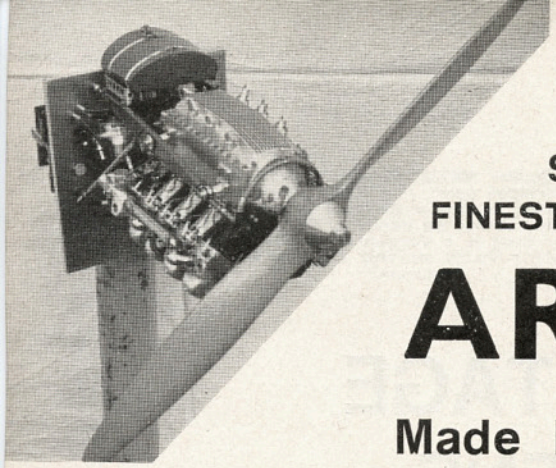
AS, AT LAST, the long-awaited Battle of Britain film epic is screened, some of the Spitfires and Hurricanes collected at Henlow from camp entrances and officers' messes are becoming available for the similarly long-awaited Royal Air Force Museum. Others, one hears, are going back to their gate-guardian sites and this poses the oft-argued question. *'Should vintage machines be exposed to the British climate until they are fit only for scrap?'* What are the alternatives: (i) to bring them out from Easter to end of Battle of Britain Week; (ii) to have several regional collections (Colerne, Finningley, Coltishall, Cosford, St. Athan, Leuchars or Turnhouse) with public admitted weekends on payment of a donation to RAF with a reserve collection at Colerne, Finningley and with a reserve collection at Colerne, Finningley and St. Athan, and *sell* all other gate-guardians to civilian collections, preferably in U.K., putting the cash raised towards the RAF Museum Appeal. What do readers think? All too often one hears that a keen preservationist has travelled miles to photograph a machine which is barely inside the camp, only to be denied permission by the NCO on duty. If the purpose of gate-guardians is to publicise the Service, why prevent photography which can only encourage recruiting as transparencies and prints are usually handed round or screened to audiences which include school-leavers and students?

Another two-sided question is whether vintage aircraft should be flown. Remembering the sad fate of our one and only Bulldog, perhaps the last aircraft remaining of a type should only be taxied or 'hopped', but where there are several, limited displays continue, provided our major collections have good examples exhibited. With the continued interest in building and flying of replicas another answer would be to fly only the replicas? Maybe we shall yet see a Hampden, Whitley, even a Stirling, for the effort put into the Vimy replica shows what can be done, by those whose 'models' are life-size and man-carrying.



Latest gate-guardian is this Meteor (AW)NF14 WS840 at Bishopscourt, Co. Down, Northern Ireland. Below, SPAD VII now at Aeroflex Museum, Newton, New Jersey, USA.

Reminding us all of what preservation involves is a photo of the SPAD VII serial S.248 of 1916 (later NX18968) with water-cooled 150 h.p. Hispano-Suiza engine and Vickers machine-gun, sold to the new Aeroflex Museum, Newton, New Jersey, USA, for 16,000 dollars at the Tallmantz auction and – even at that price – found to be in need of much restoration, before the museum opens later this year or early 1970. Those who believe machines can be displayed – particularly in the open – without constant attention, should see what even the Californian weather does to a vintage type.



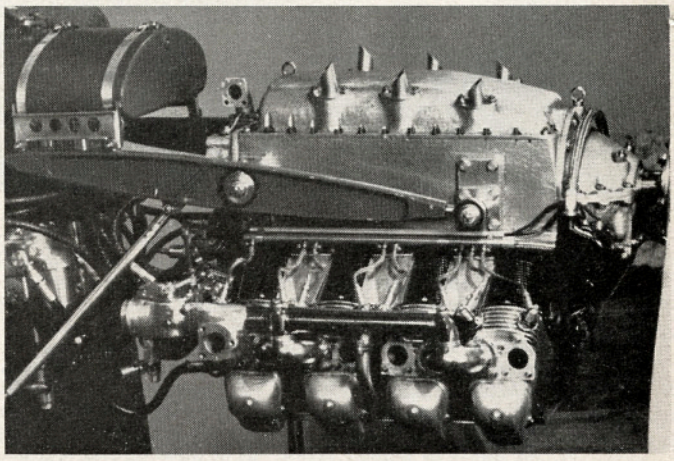
SCALE MODEL ENGINEERING AT ITS FINEST IN THIS SUPERB WORKING MODEL

ARGUS As 1o C

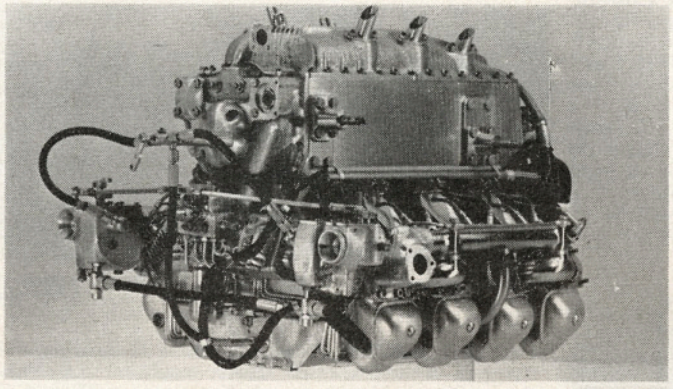
Made by Gert Lang to One-Fifth scale

IMAGINE a Fieseler Storch coming in for a perfect 3-point landing, taxying to the parking area and stopping there. On opening the engine cowling the pilot exposes motor, engine mount and ancillary equipment. But instead of the single cylinder glowplug engine usually hidden by the cowl, the scale judges find a beautiful true-scale engine, an inverted V 8-cylinder job, with all ancillary gear, engine mount and oil tank built to the same scale too.

While the Fieseler has yet to be finished, the engine has successfully completed its test runs on the bench. Gert Lang of Kressborn, W. Germany, built this gem; and it took him some 2,100 hours to finish the job!



On its mounts, fitted with scale airscrew (above) the Vee 8 engine could well be taken for the real Argus, even the pipe unions were to scale.

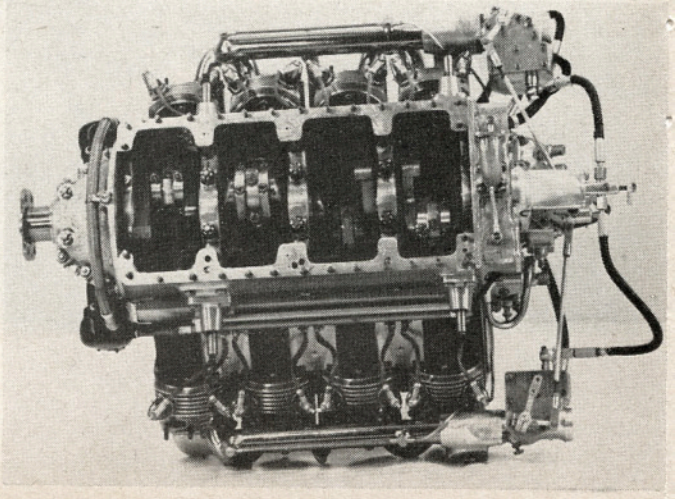


Externally, the engine is a true scale model of the popular 8-cylinder inverted V-engine Argus As 1o C, the standard powerplant of a variety of German aircraft of the pre WWII era, such as the Arado 76, Go 145, Go 149, Me 108 Taifun, Fw 56 Stösser and Fieseler Fi 156 Storch, to mention but a few.

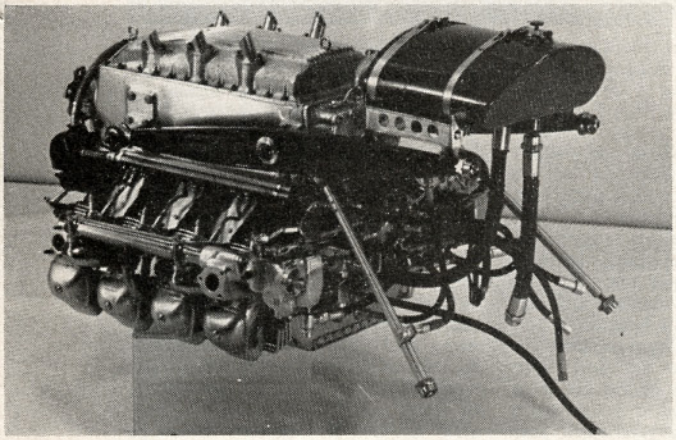
Gert Lang's engine is built to 1/5th scale and is fully working. It is a four-stroke, just like the full-size engine, but differs from the latter in having the spark-ignition system replaced by glowplugs. The external shape of the latter system closely resembles the appearance of the ignition equipment of the real thing. The dry sump lubrication system with its three oilpumps has also been duplicated carefully and actually works, it is *not* a mockup!

While the engine operates on glowplugs it still requires a heavy battery for continuous boosting – a disadvantage because of the

Rear view (above) shows carbs. and induction manifold, exhaust pipes not fitted. At right, with crankcase cover removed, one finds the works revealed. What a job setting up these big-ends! – or synchronising those carburettors!



and described by Hans Justus Meier



Saddle type fuel tank most likely for oil in this dry sump engine. Cessna above is 6′ 6″ and has a flat - twin four - stroke for power.

Technical data:

Four-stroke 8-cylinder inverted V-engine

bore	22 mm.	55/64 in.
stroke	26 mm.	1.1/64 in.
displacement	79 c.c.	4.8 cu. in.
r.p.m.	3,500	
output approx.	2.5 h.p.	

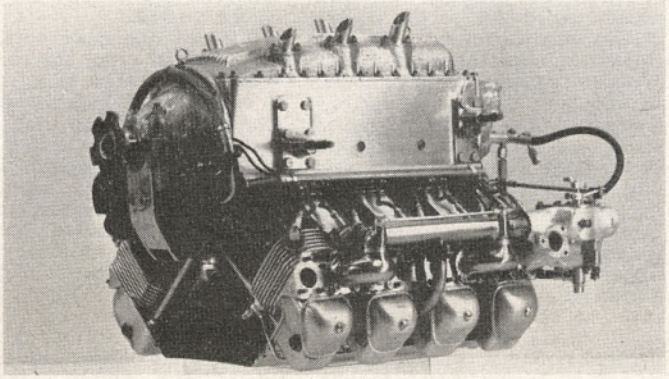
Geometric dimensions of bare engine

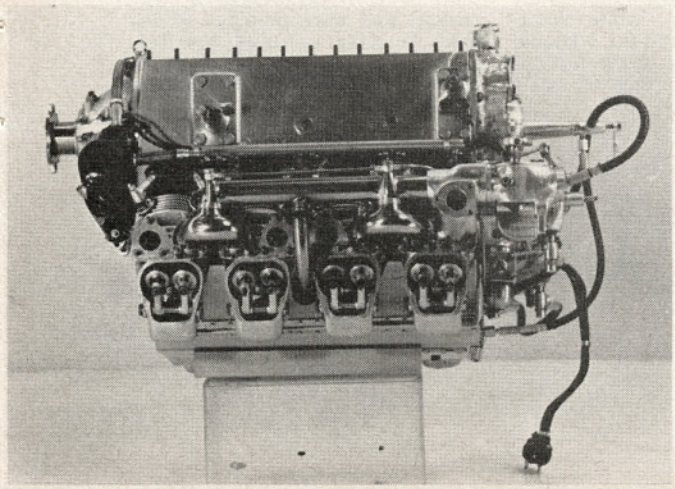
length 220 mm. (8.21/32 in.)
max. width 173 mm. (6.13/16 in.)
max. height 144 mm. (5.43/64 in.)
weight of complete powerplant, ready for installation 2,950 g. (6 lb. 8 oz.)
o.a. length of powerplant (from prop to firewall) 380 mm. (14.31/32 in.)

extra weight that has to be carried. The next engine from the Lang stable will therefore carry a revised and improved system.

Engine noise is most realistic and closely resembles that of the actual As 1o C, to the extent of even duplicating the latter's slightly unsteady running when throttled down. Unfortunately no plans are available for this model engine, but the photos tell their own language.

The photos of Gert Lang's





Front is brief, just a flange for the prop. Note air-cooling fins (above) and the neat valve gear in view at left. Who wants his knuckles rapped by 80cc. in 8 cylinders? Would be worth the risk to own one like this.

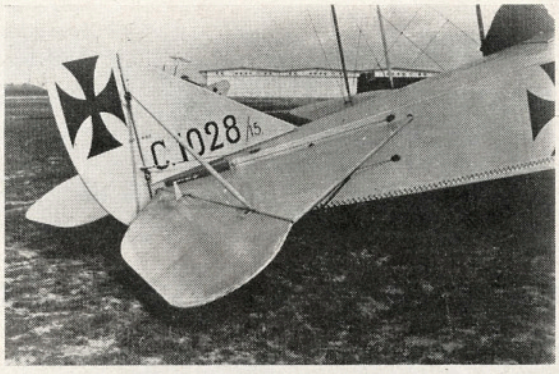
Cessna L 19 R/C model indicate his ability as a scale modeller and permit a guess as to how his Fieseler Storch will look like when completed. The Cessna is scaled 2/11ths with a span of 78¾ in., has a fully detailed interior and mounts another home-built Lang motor. This one is an opposed twin four-cycle engine (glow) of .55 cu. in. displ. and delivers approximately 1 h.p. Makes a wonderful noise when running; sounds like a BMW 500 c.c. motorcycle.

W.W.1

GERMAN TWO-SEATER AIRCRAFT

FINISH & MARKINGS

PART ONE by Alex Imrie



Sky-camouflaged or 'White' Rumpler C 1 (1028/15) showing usual method of marking serial number. This is the one thousand and twenty eighth 'C' class aircraft ordered in the year 1915. The small number above the 'C' (633) is the works number and was marked on all aircraft components.

WHEN Germany mobilised in August, 1914, the aircraft of the *'Fliegertruppe'* intended for front-line use numbered approx. 200. The majority of these were biplanes. About 25 per cent of the total number were monoplanes. These aircraft were finished in the natural dope and varnish finish that was common to most aircraft of the period.

Since there was no need to colour these machines and possibly to save weight in order to prevent any loss in performance due to the low powered engines in use at the time none of these aircraft were painted. They presented a more or less uniform appearance of varnished wood and light brown clear doped fabric, although the exact shades varied due to the use by certain manufacturers of different brands of dope, fabric and varnish. Wooden fuselages varied in colour depending on the shade of the plywood used to cover them. Struts of wood were either natural varnished or wrapped with fabric and clear doped, while metal fittings including struts and undercarriages were coloured grey-green, a variety of shades being used for this purpose. Metal cowlings and panels were burnished or 'engine-turned', and parts of the cooling system on liquid cooled engine installations, like radiators and cylinder jackets, as well as external fuel tanks, being made of brass or copper were polished to a high standard.

Aircraft were classed as **'A'** types (monoplanes) or **'B'** types (biplanes) and these letters were marked on vertical surfaces (usually the rudder) followed by a number which was a consecutive issue for each type, this being, in fact, the military order number (*Bestellnummer*). These order numbers were only consecutive for the year in which the order had been placed, and the respective year was marked adjacent to the order number often being separated from it by an oblique stroke. (See *Fig.* 1.)

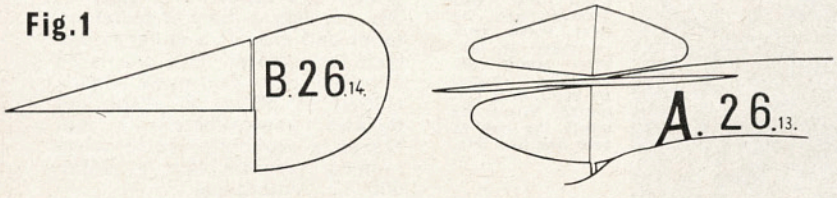
A series of tests carried out before the outbreak of hostilities had determined that German military aircraft would be marked with Iron Cross insignia in the event of war. The mobilisation instructions for the various *'Fliegertruppe'* formations included details and a sketch on how to mark the insignia on the aircraft.

For easy and quick application, the form of cross shown in the sketch had straight sides and was to be applied to both top and bottom surfaces of each wing and on each side of the rudder (See *Fig* 2). No mention was made of marking this cross against a white background and it was initially marked on the 'Mobilisation' machines without any such white background or border. In the mobilisation orders the cross insignia was *not* referred to as an 'Iron Cross' although soon afterwards this name was used and crosses then acquired curved sides. Almost immediately after mobilisation, white backgrounds were given to the National Insignia, especially if the aircraft on which they were marked had a dark finish.

Due to operational shortcomings the **'A'** Class of aircraft composed mostly of the Taube type monoplane was gradually replaced by the **'B'** type early in 1915. Mixed equipment was quite common in the two-seater units throughout the war and the early *Feldflieger Abteilungen* (Field Flying Sections) were equipped with an assortment of AEG, Albatros, Aviatik, DFW and LVG **'B'** types, although some units had a complete complement of one type. After a few months of frontline use, some of the highly polished components of the pre-war era were given coats of grey primer or paint, however, some aircraft notably LVG types were still flying operationally with burnished cowlings until the end of 1915. Crosses of varying proportions were carried both above and below top and bottom mainplanes, and on each side of the rudder on large square white grounds.

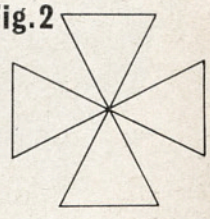
By early 1916 most of the **'B'** type aircraft had given way to the **'C'** type armed machine, examples of which had began to reach the units in April 1915. Some **'B'** type aircraft had been modified in the field to carry captured machine-guns and they still remained on the strength of various *Feldflieger-Abteilungen.*

Fig.1



Pre-war Bestellnummern (order numbers) on aircraft. (a) A26.13 twenty sixth military monoplane (Rumpler Taube) ordered in 1913; (b) B26.14 twenty sixth military biplane (Albatros D.D.) ordered in 1914.

Fig.2



From approx. mid-1915, several changes took place in the manner in which the National Insignia was displayed. Crosses were *not* now being marked on the under surface of the top wing and on the upper surface of the lower wing and the display of the National Insignia had been extended to the sides of the fuselage. Many of these aircraft also had a cross on the top fuselage decking aft of the rear cockpit, while it was Aviatik practice to mark the National Insignia on the outside fabric covers on the undercarriage wheels as well as on the fuselage sides.

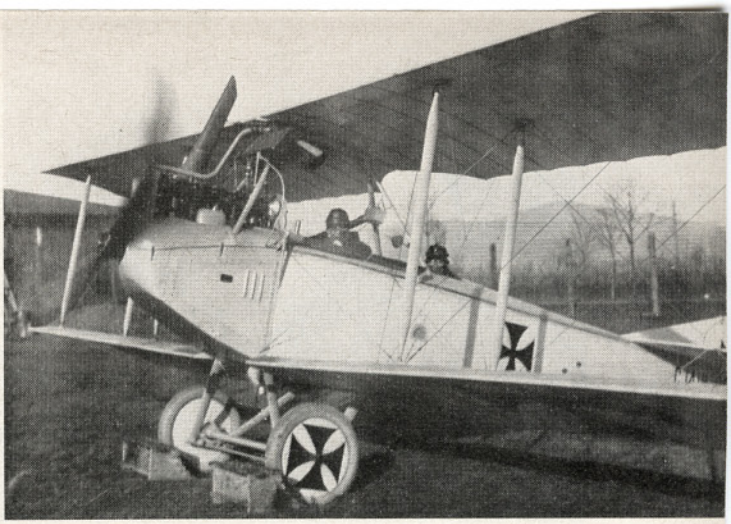
LVG, DFW and AEG machines were usually a darker shade than normal, while aircraft built by Aviatik tended to be a lighter shade than that used by other constructors. The differing finishes of these early machines were purely due to the individual manufacturer's techniques and little standardisation took place until the advent of the pattern printed fabric. During 1915 manufacturers were requested whenever possible to use thin translucent fabric for covering airframes to provide some degree of 'sky camouflage'. The use of light coloured pigmented dope at this time gave the almost white finish that was so well known prior to the introduction of terrain camouflage schemes.

The Albatros CI, having a plywood covered fuselage originally, had this clear varnished, wings and tail unit being clear doped, these aircraft and the later Albatros C III now began to appear with the fuselage painted dark green or stained dark brown although some examples had white or light coloured fuselages. The Aviatik C I, since it had a fabric covered fuselage was kept as near as possible to a 'white' aircraft. Wings and tail unit were clear doped and may have had a whitish pigment added to the clear dope while the fuselage was doped white. Struts, cowlings and fuselage decking were normally very light grey. Rumpler two-seaters were also finished in this manner and it has been reported that some pilots and observers on Aviatik and Rumpler machines had their crash helmets painted white in order to complete the scheme!

Early 'white' aircraft being clear doped or doped with dope with a whitish pigment added usually carried the National Insignia painted direct on the respective surfaces, however, later a bluish-white was used for overall finish and the crosses were then marked on the usual large square white grounds.

The bluish-white was probably the best 'sky camouflage' colour and against a sky background gave excellent results, however, when viewed from above against a terrain background the aircraft was more easily discernible than a natural doped machine. When the upper and side surfaces were eventually camouflaged in terrain colours, many manufacturers used this bluish-white as an under-surface colour.

Machines finished in bluish-white or light translucent doped fabric included the following: – Aviatik 'C' types, Rumpler 'C' types, LFG Roland 'Walfisch', LVG C II, Albatros C I and C III. The Ago C I and C II twin boom pusher biplanes were generally a very light brown although their wooden components like nacelle and fuselage booms were normally over painted in an off-white or very light grey similar to Aviatik products.



'Running-Up' Aviatik C 1 (1412/15) of Feldflieger - Abtielung 68. Note very light colour of cowling, struts and fuselage decking in order to give a 'White' finish. The very curved form of Aviatik crosses shown were only changed when Idflieg standardised cross proportions in 1916.

Aircraft of the first units of the 'Fliegertruppe' operated without any unit or individual markings, however, during 1915 machines began to carry identification symbols, letters, and numbers on the fuselage. Some units operated until the end of the war using only individual markings on their aircraft, others adopted a unit marking which varied from striped tail units and fuselage bands to the manner in which the individual marking was carried. Many aircraft were operated in factory finish without any unit or individual marking and some units had no individual markings, all aircraft of the unit merely being marked with a marking to denote unit.

The following units have been selected to illustrate the state of aircraft markings during 1915: –

Feldflieger - Abteilung 32 (early 1915).

Representative aircraft of this unit are shown in *Fig.* 3. No fuselage crosses were marked up to this time. The varying design of the rudder crosses and the differing methods of marking the aircraft serial (Bestellnummer) number are worthy of note. No unit or individual markings were carried and the aircraft were finished in their respective manufacturer's factory finish.

Brieftauben - Abteilung - Ostende (mid-1915).

The two examples in *Fig* 4 are aircraft from the first bombing unit which operated under the above

L.F.G. Walfisch; a good example of the sky-camouflage trend. Complete aircraft finished in very light blue (bluish-white) despite light finish fuselage, cross is marked on a square white background.

Early 'C' class machine (LVG C I 165/15) of Feldflieger-Abteilung 23 at Roupy Lager. Note absence of fuselage cross (date of photo early summer 1915), unbleached fabric finish and the use of burnished aluminium cowlings.

FIG. 3
Aircraft of Feldflieger-Abteilung 32 early 1915 no fuselage cross insignia in use at this time. Note should be made of the different methods of marking the serial numbers and the varied forms taken by the national insignia. The DFW B1 in the centre is still displaying the mobilisation type of cross although by this time the rudder has been painted white.

cover name, abbreviated BAO (*Carrier - Pigeon - Section - Ostend*) until it was redesignated Kampfgeschwader 1 (KG I) on 1st January, 1916. BAO did not consist of individual staffeln, but was a heterogeneous collection of aeroplanes, twin-engine AEG, normal two-seaters, and Fokker 'E' single seaters being in the same unit. The LVG BII wore a natural finish in the company's darkish scheme. The black and white disc marking on the fuselage was also carried on the outer fabric wheel covers. The Aviatik C I was a 'white' aeroplane, this particular example being doped all white. The black fuselage bands went completely round the fuselage and the outer fabric wheel covers were marked with a black ring painted halfway between the axle and tyre.

Kampfgeschwader 2 (Late 1915).

The second bombing formation was formed at Metz early in 1915 and was abbreviated BAM, later becoming KG 2, and it is aircraft of this unit that are illustrated in *Fig.* 5. The first Albatros C I shown was a 'white' machine, this particular example being a very light colour or an off-white overall. The wing crosses were marked direct on the natural fabric clear doped surfaces. The second machine shown was finished all over in the same dark scheme similar to the LVG C I shown in the photo above, and carried the wing crosses on large square white grounds. The black and white fin markings on these aircraft are staffel leader's markings. Fuselage crosses were carried on very large white grounds, this being repeated on the fuselage decking aft of the observer's cockpit. It was against this large white background that some of the Kampstaffeln carried their unit markings. The Aviatik C I shown belongs to Kampfstaffel 7, and as was normal Aviatik prac-

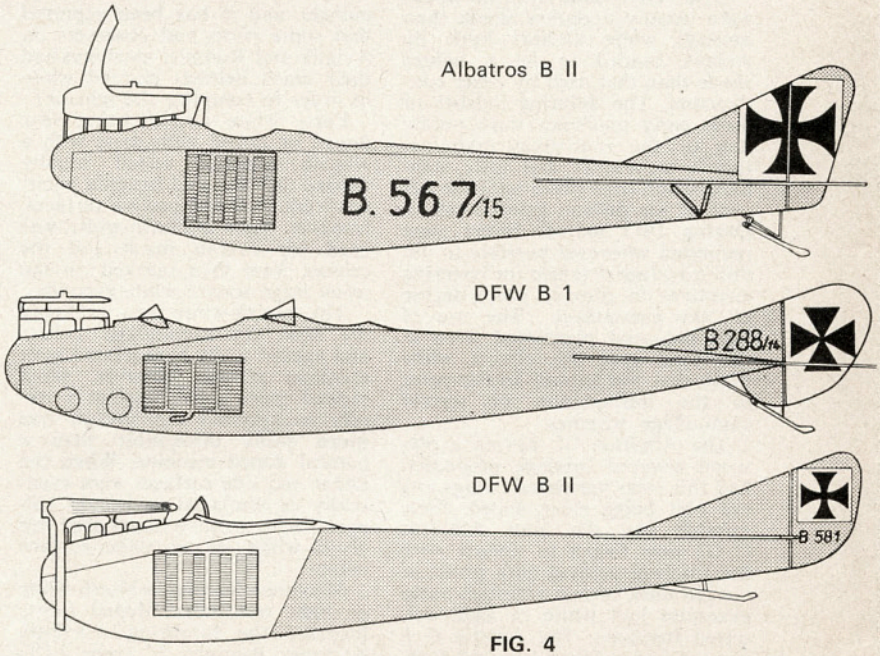
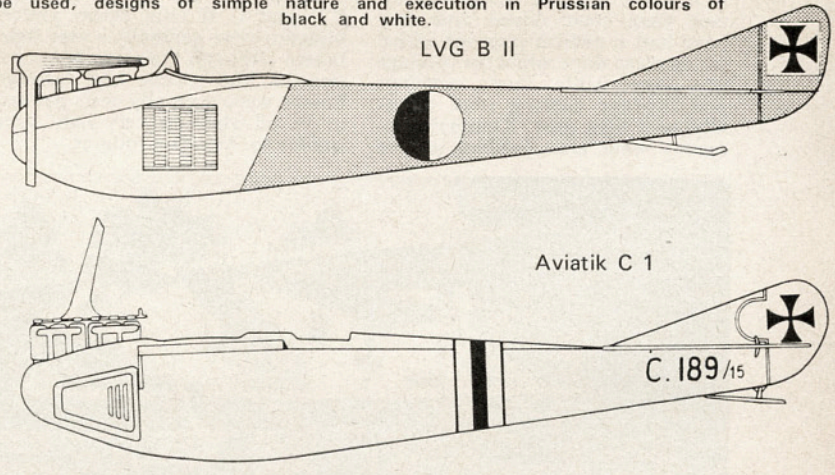


FIG. 4
Examples of aircraft used by 'Brieftauben-Abteilung-Ostende' mid-1915. Still no national insignia displayed on fuselage sides. Individual markings beginning to be used, designs of simple nature and execution in Prussian colours of black and white.



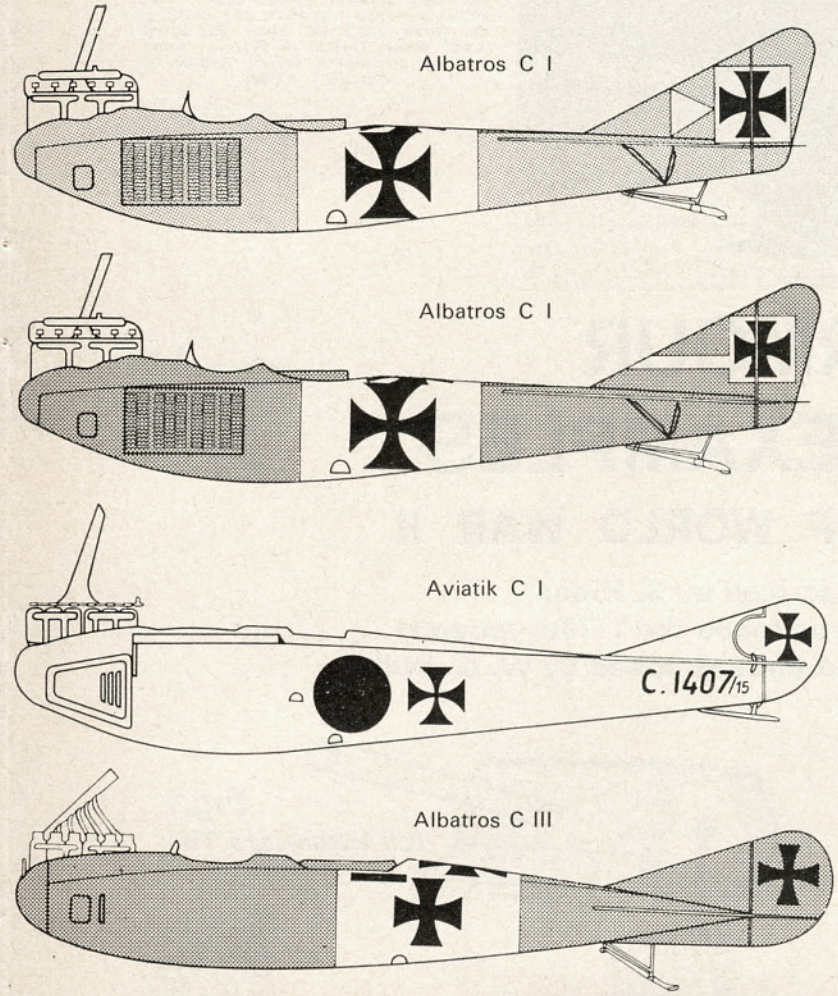


FIG. 5

Aircraft of 'Brieftauben-Abteilung Metz' (later Kampfgeschwader 2) late 1915. National insignia now marked on fuselage sides as per Idflieg instruction of mid-1915. Although some aircraft of the period had the fuselage insignia added in the field, the fuselage crosses in the examples shown are of the same proportion as the respective rudder crosses and are without doubt 'Factory' applied. Note the very large white backgrounds to the fuselage crosses on the two upper Albatros CI and on the Albatros CIII at bottom, a practice common in KG2 at the time. Note also the national insignia on rear fuselage decking of these machines.

tice is a 'white' aeroplane as mentioned earlier. Cowlings, struts, and fuselage decking are painted very light grey. The black disc ahead of the fuselage cross is the unit marking, this was also marked on top and bottom surfaces of port and starboard tailplane. Crosses were painted direct on the light coloured wings and the outer wheel covers bore the usual Aviatik type cross marking. The last aircraft shown in *Fig.* 5 had natural finish wings and tail unit and carried all crosses on large white grounds. The fuselage was dark coloured, possibly stained dark brown. The black stripe marking on the fuselage sides ahead of the cross was also marked across the centre of the outer wheel covers.

An aircraft flown by Kampfstaffel 7 late in 1916 is shown in the photo below. This is Albatros C III (C 766/16) and it was flown by Lt. Erwin Böhme on the Eastern Front in August 1916. The unit marking (black disc) is no longer carried, but a personal marking in the form of a dragon is painted direct on the varnished plywood fuselage. Böhme has recorded that this was painted on as a mascot, but also mentions that it was meant to put the 'wind-up' the Russian farmers! Note that the very large white cross background is still in use at this late date.

Continued Next Month with data on the Albatros CV, DFW, CV, AEG CIV, Junkers JI and LVG CV.

Albatros C III (766/16) flown by Lt. Böhme (left) and his observer, Lt. Lademacher, in Kampfstaffel 7 Kampfgejchwader 2 from Kowel Aerodrome on the Eastern Front in August 1916. The winged Dragon is a personal marking. The large white background for the fuselage cross was a marking used by the majority of component staffeln in KG2.

The first version of the Stalin. This and the model opposite use parts of the Airfix J.S.3 kit. Note the rough 'cast' finish typical of Russian tanks and the prominent seams welded on the J.S.1. model.

SOVIET ARMOUR MARKING EXAMPLES

OF WORLD WAR II

described by S. Hider (who made the 1/76th models) and photographed by W. G. Wills

IF ONE were to accept kit transfers as gospel, all Russian armour would have been plastered with red stars, mostly of very large proportions. A study of all available publications reveals that generally speaking red stars were in the minority and only seem to have come into use at the latter part of the war. The object of this article is to provide the modeller with some alternative markings for otherwise drab models.

Colours

As with German armoured forces the seasons dictated the colours used, greens and browns in the spring, summer and autumn; and snow camouflage in the long Russian winter.

At the start of the war the Russians appeared to have used a lighter green, nearer to a sage green. Browns used vary from dark earth to khaki. In the last year of the war, a very dark green seems to have been general.

Unit Markings

Unit markings were fairly common and the style of these vary. The Airfix T34 kit has examples of these markings and the Almarks Russian sheet of transfers provides a good variety, also *Figs.* 2 & 4 show the diamond marking and its application. Note the composition of the stencilled version. *Fig.* 1 shows the alternative to the Diamond although this marking seems only to have been applied to T60 as shown.

Large numerals were also used and were more common in the latter years of the war. Almarks sheet shows the style of these numerals. Application of these is shown in *Fig.* 3.

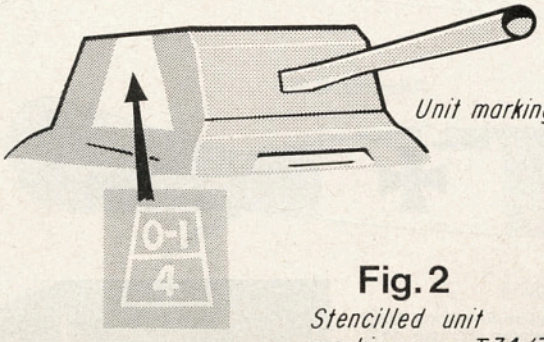


Fig.1
Unit marking on a T60

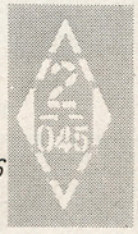


Fig. 2
Stencilled unit marking on a T34/76

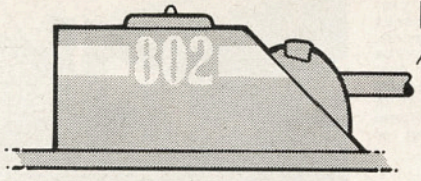


Fig.3
A.S.U. 85, Berlin, 1945

Fig.4
T 34 / 76c

МОСКОВСКИЙ-КОЛХОЗНИК

Fig. 5 *In black on 'Snow' painted KV Ic presentation marking; 'Moscow (area) collective farmers.'*

Стерть Фашист

Fig. 6 *Slogan; 'Death (to the) Fascist'.*

ВцерёД На Берлин

Fig. 7 *Slogan; 'Forward to Berlin'.*

Мокба На Берлин

Fig. 8 *Slogan; 'Moscow to Berlin'.*

За Родина

Fig. 9 *Slogan; 'For (the) Homeland! (or Motherland).*

Только 50 Км
До Очыстки Фашыскаго НеАБеАва

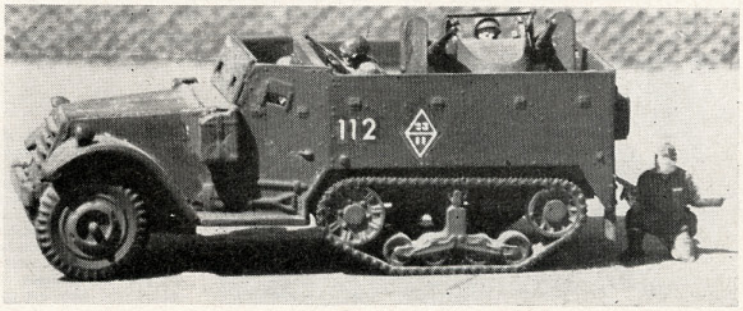
Fig. 10 *Slogan; 'Only 50 kilometres to the lair of the Fascist Bear.'*

Slogans and Other Markings

An interesting aside on the subject of Soviet markings is the writing of slogans on the sides of vehicles which seems fairly common practice. These were in some instances rather crudely daubed on, *Figs.* 6 to 10 give examples of typical slogans used. *Figs.* 8 & 10 are quoted in 'The Last Battle' by Cornelius Ryan. There are no hard and fast rules on the application of these slogans but the sides of turrets seemed favourite. If you are not familiar with the Russian alphabet, try forming the letters on paper with pen or pencil before you try it on the model. You will find the effort well worth the extra trouble.

A similar type of marking seen on Russian armour is a presentation marking, a type of marking usually confined to aircraft. The savings groups who bought and presented these tanks were from groups of collective farmers. *Fig* 5 is taken from Purnell's 'History of the Second World War', Vol. II, page 870. This shows white painted KV 1c's with this marking which is stencilled in black. An identical marking was also noted on a T34/76. It would be interesting to find out if any other groups of collective farmers other than the Moscow group had their names carried into battle on the sides of tanks that they had paid for.

A Joseph Stalin 2 (JS 2) showing daubed on slogans; model made from parts of Airfix J. Stalin 3 kit.



This is an American M13 Half-track, numbers of which were supplied to the Red Army under lend-lease. The model is a conversion of the Airfix M3 kit with the twin .5 Browning mounting added.

NEW to YOU?

A MONTHLY REVIEW OF NEW ITEMS
CONDUCTED BY BOB JONES (I.P.M.S.)
—WITH ARMOUR ADVICE BY LES BOUTS

NITTO: Military Series No. 7. *German Half-Track HANOMAG Sd.Kfz* 251/1. 1/35 scale. Price 25/11d.

Modellers have been asking recently why no one does a kit of this, the most famous of all German half-tracked vehicles and we too were wondering when and if anyone would present such a kit to the popular 1/35 scale. At last NITTO of Japan have done just that and how well they have done it too.

Moulded in sand-tan coloured plastic representative of the factory fresh paint colouring used on the actual vehicles, this kit is among the best produced by this company.

Intended for motorising it includes all wiring and connections to utilise the Mabuchi FA.13 electric motor, driven by two UM3 batteries, and the motor is very ingeniously intended to fit under the 'bonnet' while the battery and final drive are positioned under the main chassis floor; however, unlike the layout on their earlier American half-track kits, this arrangement does not interfere with the scale appearance of the model.

The plastic is of good quality, pleasant to work with and all parts were completely free of flash or moulding faults. Fit of parts is excellent and detailing includes separate gear and brake levers for the driver; accurately modelled seats with tubular framework and canvas backing and cushions; detailed instrument panel and driving wheel. Being the personnel carrier variant the interior contains two bench type seats, one to each side of the rear compartment and two machine guns fitted fore and aft complete the armament. Such items as traffic indicators and a starting handle are all provided as separate components. Rubber tyred front wheels are of the correct tread pattern while the very detailed and realistic rear half track bogeys carry a rubber track.

Decals are given for Afrika Korps, 'SS' and a variety of other German units, and we were particularly pleased to see that the crosses are of the correct size and style for this vehicle.

Naturally, this kit lends itself remarkably well to conversions, there being at least twenty variants and sub variants on the basic Hanomag chassis and we shall be featuring articles on some of these conversions in a future issue. An excellent kit and a most interesting and valuable addition to the range of armour in miniature – dare we hope that one day Nitto or someone will now manufacture some kits of some of the British armoured and scout cars to 'compete' against this German equipment, some German armoured cars to 1/35 scale would also be most welcome – there is certainly sufficient reference material around to make these kits possible.

TAMIYA: 1/35 *scale PANZERKAMPFWAGEN V. (PANTHER V) Armour of the World' Series. Price, single motor version,* 45/-; *remote control version,* 59/11d.

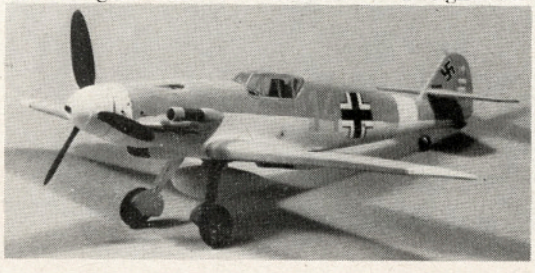
The Tamiya range of 1/35 scale armour kits are scaled down counterparts of their incomparable 'Citation' series 1/21 scale kits, and have the super-fine quality of detail and moulding associated with the products of this company.

Designed for motorising with the battery holders and final drive assemblies already assembled, to enable one to change the batteries, etc., the kit is made so that the complete upper half of the bodywork can be removed; but this is very cleverly designed so that the scale appearance of the finished model is not impaired.

The box art and instruction sheet illustrate a Panther 'A' version of the 'V' but the photographs of real Panthers provided as a guide on the instruction sheet show both 'A' and 'D' variants, the latter being without the hull mounted front machine gun which is included in the kit model – however, detail between the 'A' and earlier 'D' (the 'A' designation being introduced when the bow machine gun was added to the 'D' to give close quarter protection against infantry attack) is very similar and the kit should prove to be most popular as it is an ideal basis for many of the conversions on the basic chassis, ranging from the addition of side skirt armour to the basic model up to scratch building a completely new upper decking to make the heavy-tank-recovery variant of the Panther.

Moulded in high quality plastic in the tan-sand shade of colouring representing the basic factory fresh paintwork of the originals, the surface detail is magnificent even down to the simulated slightly roughened texture of steel plate with weld marks at relevant locations on the armoured areas.

Assembly is quite straightforward, aided by a well illustrated instruction sheet; the text of this is in Japanese but a careful study of the drawings of the sub assemblies simplifies construction and the various parts are identified on their respective sprue by numbers – the mouldings are attached to three main sprue runs, 'A' holding all the main body fittings, 'B' the turret and exhaust systems and 'C' the entire bogey and drive wheels; the hull bottom has the suspension and axle rods pressed integrally to the hull while the top half of the tank is also a one piece moulding with such items as hatch covers and interior fittings all operable. Excellently detailed crew figures are also included.



Latest addition to the range of FROG 1/72 scale aircraft kits will delight Luftwaffe enthusiasts, being a Messerschmitt Bf.109F. Price (UK) 3/-. Kit includes optional tropical or standard filters. Decals offer alternative markings representing either an aircraft flown by Adolph Galland, of JG.26 in European theatre decor or Hans Joachim Marseilles' 109F Trop of JG.27. Assembly is quite straightforward, although we would recommend reference to photographs to ensure that the undercarriage legs are set at the correct angle and track, as unless this is done the model will not 'sit' correctly. Box art provides a very accurate guide to painting.

The only part of the kit requiring careful attention when assembling is the bogey assembly, one MUST adhere to the order of assembly as illustrated and it is essential to carry out a dry-run assembly prior to finally cementing the various wheels and bogeys in place.

The track is also a vast improvement over the older one piece solid rubber type, this is moulded in soft metallic like plastic with superb track detail, which is strong enough to withstand operating pressures etc. but also is the most realistic we have seen – it even 'hangs' over the tops of the bogey wheels as on the real tank.

External detail is most comprehensive ranging from separately moulded tools and repair gear to working gun-barrel locking devices and pre-formed moulded towing cables.

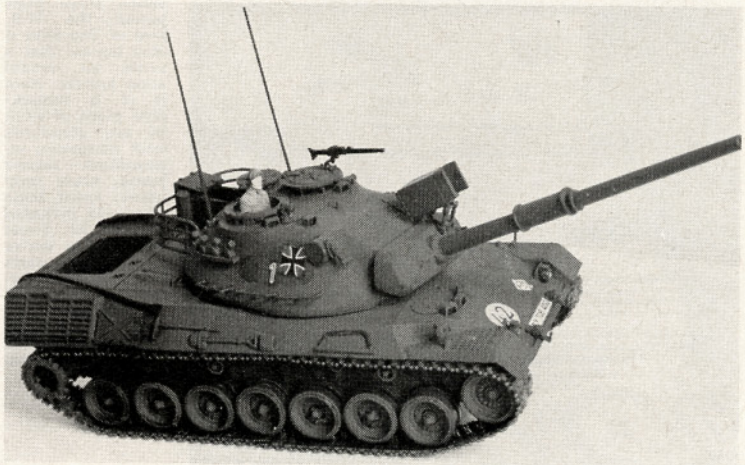
A truly superb kit which will, we feel sure, prove to be one of the most popular tank kits of all time, certainly Tamiya's best to date.

TAMIYA 1/35*th scale LEOPARD. Price, single motor version* 45/-; *remote control version* 59/11d.

This, the first all-German designed post-war tank is another candidate for the best ever Tamiya kit, closely vying with the Panther V for top honours.

Assembly is virtually identical to that of the Panther with again the superb new style track and drive gear. External surface details includes storage bins and turret mounted racks for spares or gear etc. and, also like the Panther, crew figures are included as well. The Leopard is now in service with the West German Army and this kit truly has the brutal bulk of the original vehicle down to the last detail – even to a moulded miniature hack-saw which is mounted on the side of the hull to enable the crew to cut foliage or local scenery as added camouflage over their vehicle.

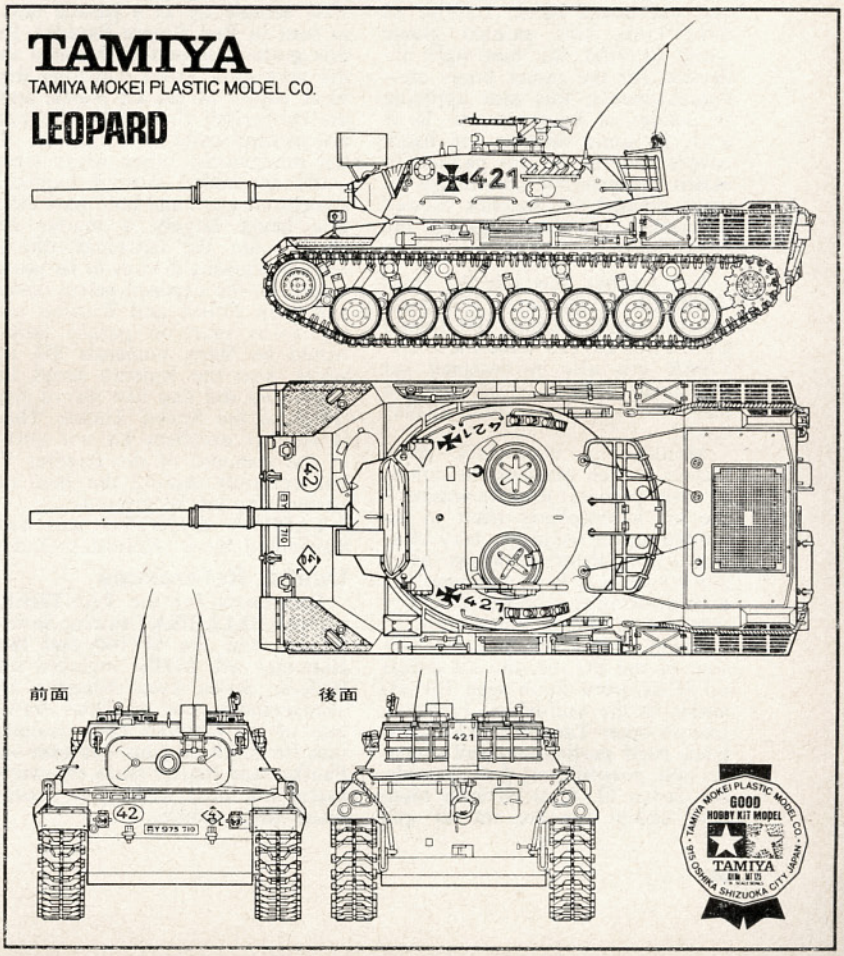
Another superb kit of a most interesting post-war tank design. The illustration seen here shows the model made 'straight from the box' and finished in dark grey overall – note the realistic track and the external fittings on the hull. The only thing which we would alter is to replace the rather too thick aerials each side of the turret with two made from heating sprue over a candle and stretching this to obtain a much thinner whip-type aerial.



Tamiya Leopard (excerpt from instructions below) made exactly to kit, without mods.

We shall from time to time be offering hints, tips and suggestions as to how to improve upon the basic kits reviewed and also give one or two suggestions for final painting and finishing.

The Panther can be left in the natural colour of the plastic as provided in the kit but we have repainted ours using **HUMBROL** Matt paint 'German Panzer Grey' now available as a separate colour. The bogeys on Panthers usually had rubber treads which are often quoted as being painted black – this is not so and the best finish for these rubberised 'tyres' is to use Humbrol H.G.4 Dunkelgrau –



When Dave Platt joined the U.S. firm of Top-Flite it was logical that a scale kit would soon appear. Here it is – a remarkable piece of work by any standards with numerous innovations – waxed plans, scale prop blank, exact scale drawings included within the finest model plan we've seen, metal parts and extensive die-cutting. Scale is one-fifth and U.S. cost 45 dollars. British distribution will be by Ripmax.

which is sufficiently dark as to make a contrast to Panzer Grey but not too dark as to look black.

Tracks may also be left unpainted but if one wishes to obtain a worn and weathered look, this can be added by brushing with a mixture of dark earth, black, silver and red mixed paint. Interior of most tanks was painted glossy white to offer the best light reflection for the rather dingy crew compartments; this also applying to insides of hatch covers – however, in some theatres the hatch covers had the insides painted to match the external camouflage as, when opened, the hatches showed up rather too well against the basic finish.

Yet another new offering from **TAMIYA** in the same 1/35 scale series is the *Russian SU.100 Assault Gun*. Price 25/11d. Like the *PANTHER* this also is designed for motorising but can equally well be used as a basis for a static display model.

Moulded in very dark green plastic – which matches the colour of early post-war Russian armour – the kit is simplicity itself to assemble, again using the very clear instruction sheet drawings as a guide – the text is in Japanese but each drawing is so self explanatory that text is almost superfluous.

Based upon a very late war version of the SU.100, the kit differs in detail from those seen for example in the mid-fifties; however, like all other Tamiya 1/35 kits, this lends itself particularly well to conversion possibilities; for example, the earlier SU.85 is virtually identical except for the shorter gun barrel and side view drawings are also included on the instruction sheet which could be used as a rough guide for such a modification to the basic kit.

The wheels are the early drilled out pattern with rubber treads – and for a change we made our review sample up as a parade tank as seen in Red Square Parades. In this guise it should be finished in the very dark green matching the basic colour of the kit plastic and the rubberised rims of the bogeys are painted white as is the edge of the mudguards; other white trim could be added around hatches, stanchions and hand-hold bars etc., this being largely a matter of choice – but the markings which include warning notices to be positioned on the exposed petrol tanks and both Polish and Russian insignia – as used on parade tanks would be Stars, numerals 354 in white, also the Russian script in white and the flag like award for 'Hero of the Soviet' Union. This is another excellent kit not quite of the standard of the Panther V but certainly among the best in present day kits of armour.

TAMIYA & NITTO Kits are distributed by R. Kohnstam Ltd.

Useful References

References for the PANTHER includes **BELLONA** Drawing Series Sixteen and the SU.100 and the Hanomag are BOTH included on Bellona Series Two. Number 16 also includes close up detail drawings of the German Tank mountings for machine guns – as seen on Panther and Panzer tanks etc., very useful for those wishing to super-detail their models.

AIRFIX PRODUCTS LTD. 1/32 *scale Military Figures. German Infantry.*

Some while ago Airfix released a boxed set of British Paratroop figures to 1/32 scale which armour enthusiasts thought would be ideal for use with their models, also making ideal basis for converting to tank crews and the like. However, when they eventually were released it was found that the quality of moulding and details was not up to the standard that had been hoped for. However, Airfix have taken the criticism of these earlier figures to heart and the latest in this new series is for twenty nine figures moulded in Field Grey plastic. The figures are beautifully detailed with the correct straps, combinations of jackets and trousers and short (rolled up) shirt sleeves or normal infantry combat uniform. Figures are in a variety of poses, running and firing from the hip, kneeling, marching and two Schmieser machine guns with firing and loading figures, one officer figure also being included.

In the same series, Airfix have released a similar set of American Infantry – these are to the same high standard as those for the German set and include: an officer, 3 Bazookas, 3 machine gunners lying, 4 crawling, 5 firing from the hip, 6 standing firing from the shoulder and 6 running figures.

At the remarkable low price of 5/11d. per set of twenty-nine figures, they will find a ready market both among military modelling enthusiasts and also for Dad to buy to keep the kids happy while he suitably paints and modifies similar figures to add to his own collection.

AIRFIX PRODUCTS LTD.

HO-OO Scale Figures. Series S35 No. 59 Waterloo Highland Infantry. 44 figures. Price 2/9d.

Latest addition to the range of miniature scale figures those of the Highland Infantry are really first class and with little trimming could be converted if one wished to the W.W.I. Kilted 'Ladies from Hell' (as the Germans termed the Scots soldiery).

In cream coloured plastic the figures consist of a mounted officer complete with drawn sword (or should it be Claymore perhaps?). One piper, drummer, standard bearer, two wounded, seven firing, seven re-loading, six at port, six about to aim, six bayonetting, and five at aiming kneeling.

AIRFIX PRODUCTS LTD.
Boeing 747 Jumbo Jet. 1/144 scale. Price 13/9d.

The huge box into which the kit is packed gives some indication as to the sheer size of the model and this, the latest Airfix release really does do justice to this remarkable aeroplane.

Moulded in silvery-grey plastic the surface detail is cleanly pressed and despite its size assembly is very straightforward, the fit of the two fuselage halves being a credit to kits half the length of this one. The wings are also sufficiently strong as not to droop or warp when cemented into the fuselage halves and the pods, tailplanes and other components all go together remarkably well.

The box art and decals show markings for B.O.A.C. in blue and gold but many modellers will prefer to use masking tape to paint the blue areas of the areoplane as some difficulty was experienced in punching out the countless holes to reveal the window transparancies, this job being done before the fuselage halves are joined together, similarly, unless you mount the model on the stand provided a considerable amount of weight is required in the forward fuselage so that the model sits on its tricycle undercarriage. The various loading and passenger entry doors can be cement open or closed, although if in the open position then some interior detail would have to be added otherwise one is looking into a bare fuselage.

To be able to produce and release such a superbly accurate and detailed model of the 747 so quickly after its maiden flights is no small tribute to the research and design department of Airfix. We have little doubt that many modellers who perhaps have ignored the 1/144 SkyKing series of airliners will be encouraged to build, say, the B.A.C. 111 just to contrast the size of this kit of the world's largest airliner.

REVELL (G.B.) LTD.
Martin B-57 Intruder 1/85th Scale Price 9/–.

A re-issue of an earlier kit which is now moulded in dark green plastic and features the miniscule decals as currently used on camouflaged U.S. aircraft based in Vietnam. Note however, that the four position stars and bars should appear one on each side of the fuselage and one ABOVE the PORT wing and BELOW the starboard wing and NOT as instruction sheet

Assembly is very simple, the kit comprising only twenty-six parts but it is a good representation of this American version of the British Canberra and makes up into a pleasing model. The other Revell re-issue is a 1/72nd scale kit of the *Ling Temco Vought CORSAIR A-7D*. This is now moulded in dark green and represents the Air Force version of the Corsair II originally designed for and used by the U.S. Navy. The kit is very complete and we particularly liked the method of assesmbling the nose radome and interior intake details. Also one slight fault of the earlier Corsair II version of the kit, an incorrectly shaped top to the fin has also been corrected – the kit of course can be completed as either the U.S. Navy Corsair II or the U.S.A.F. A-7D Corsair II. Re-issues of older kits are not always popular or perhaps necessary but when kits to this standard are slightly altered and given new decals, etc., then such apparent duplication can be well worth while for both the manufacturer and modeller. Price of the Corsair A-7D is 9/9d.

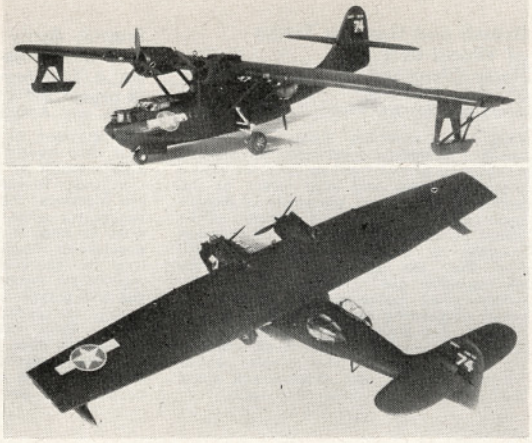
Revell (GB) Sikorsky CH554A Skycrane Helicopter to 1/72 scale. Price 13/9d. (UK). Moulded in olive coloured plastic, this kit can be assembled either to carry an accurate 1/72 scale model of a 105mm. howitzer or a Field Hospital Unit. The transparencies are among the best we have seen to this scale. Six blade rotor with its detailed hub and drive gear is connected to a simple winch made up from parts supplied with the kit and by means of a piece of thread or cotton used as a rope one can wind the choice of load up or down by simply rotating the rotor blades. The decals include Red Cross insignia for the Field Hospital Unit plus national insignia, and detailed painting instructions are given on the instruction sheet. A most accurate and pleasing model of an operational helicopter currently serving in Vietnam.

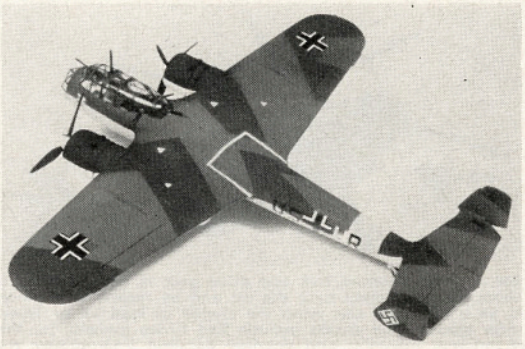
Coming soon . . .

We are told that Revell's 1/32 scale kit of the *P-47D Thunderbolt* is due for release in the U.S. at any time and we shall be reviewing this latest addition to their 1/32 scale range of kits in the next issue. Their *P-51B Mustang* in similar large scale is not however, due until late this month but it is hoped that we may also be able to include a review of this kit. U.K. release dates for both will be late Autumn.

Due shortly from Airfix will be the *Cessna 02 Skymaster* and also the *Hawker Harrier G.R.1* with the *Sikorsky Sea King* helicopter following later, for the military enthusiast the 1/76th scale kit of the *Lee Grant Tank* kit will also be available any day now.

Revell (GB) Ltd., 1/72 scale PBY5-A Catalina at 13/9d. (UK). The box art refers to the aircraft as a 'Black-Cat', so called because the particular version offered represents one of the all black painted Catalinas which wreaked havoc against Japanese shipping and shore-installations during the last war. Kit is pressed in black plastic with very good panel and rivet detail and working retractable wing-tip floats. Another innovation is that the undercarriage wheel wells, which are very fully detailed, are supplied as separate one piece mouldings. A small support rod is provided under the rear of the hull but the model looks better if Plasticine or similar weight is added in the nose so that the aircraft sits on the tricycle undercarriage properly. Only fault we found was the six piece wing, made up of top and bottom halves to three separate sections, had the inboard ends of the outer wings moulded with a slight angle which resulted in the outer wings having distinct and totally inaccurate anhedral. Decals are very simple, consisting of the usual stars and bars together with the aircraft BuAer Number and type designation plus the identification numerals.





Recent from Monogram is superb Dornier Do.17Z to 1/72 scale. Price (UK) 23/9d. Moulded in dark green plastic, the quality of moulding is of the usual high standard associated with this company, while the fit of the component parts is beyond criticism. Assembly is straightforward, though do not overlook small window which fits from the inside of port-half fuselage. Transfers offer choice of alternative aircraft from different units and camera fairing permits either standard bomber or recce-bomber. (See also October 'Aeromodeller' for scale refs).

Military prints

Bellona Military Vehicle Prints. Series 19. 4/- each plus 4d. postage from Bellona Publications, Ltd., Hawthorn Hill, Bracknell. Berks. Accepted as being the most accurate and reliable sources of reference for military modellers this particular Series features the usual four or five view drawings each complemented by a photograph and complete historical and technical text for: Infantry Tank M. IV (A-22) Churchill Mk. 1., Vickers Main Battle Tank Vijayanta – both British vehicles, the American M6 Heavy Tank and the delightful French Panhard et Levassor Type 178 Armoured Car.

The cover is in dark blue with the Churchill drawn in colour with, for the first time, the divisional and other formation signs also in colour.

The choice of subject is very interesting as the Churchill is of course available from both Airfix to 1/76th scale and Aurora to 1/48th scale, the Vijayanta is a heavy tank designed at the request of the Indian Government and now going into service with the Indian Army. The M6 was another heavy tank designed in the U.S.A. in 1940/41 but owing to the changing role of tanks in W.W.II never got into quantity production or operational service. The Type 178 French Armoured Car lends itself particularly well as a scratch built subject being, unlike many similar vehicles, covered with flat armour plates with very few sharply angled pieces which often deter the scratch builder.

The complete range of BELLONA MILITARY PRINTS are currently available and new lists are due very shortly, so whether you are a scratch builder or require extra detail to add to kit models or just interested in armour these little booklets are an invaluable source of reference.

BOOK REVIEWS

(Aviation subjects next month)

How to go Collecting Model Soldiers

Henry Harris
200 pages 8¾" x 5¾"
Patrick Stevens, London 35s.

This book will have special appeal to the beginner in that the author describes and illustrates in great detail methods of converting the less expensive commercially produced metal and plastic figures. Of particular interest, are the numerous conversions achieved using veteran car and omnibus kits. There are hints in abundance about almost every topic concerned with this art, even to the extent of including methods of altering plastic figures. Now that inexpensive lead figures are becoming more difficult to obtain, plastic figures are growing in importance and the help the author gives in relation to working with plastics has come at just the right time.

British and German Tanks of World War 1

Peter Chamberlain and Chris Ellis
80 pages 8¾" x 5¾"
Arms and Armour Press 25s.

This very readable little volume on tanks ('landships') includes an historical survey of the tracked vehicles which preceded them and also refers to the technical difficulties encountered before both the first British and German tanks could be built. This book is of especial interest to model makers, who will find that the specifications and the photographs are of considerable help, either when building from scratch or when converting commercially available models. The authors have gone to great lengths to provide a wealth of information in a concise and clearly documented manner. The illustrations alone make this book a collector's item.

Allied Bayonets of World War 2

J. Anthony Carter
80 pages 8¾" x 5¾"
Arms and Armour Press 25s.

Not only does the author cover in great detail the bayonets used by men of the allied armies in the Second World War but he also reaches back into history to give an illuminating survey showing the transition of the shape of the bayonet to the type used prior to, and side by side with, the British 'pig-sticker' and the American knife bayonet. There is, in fact, more in this book than its title conveys. The reader will also discover plenty of information about bayonets used in the First World War. The bayonets of some twelve allied countries are described and illustrated.

French Army Regiments and Uniforms

W. A. Thorburn
84 pages 8¾" x 5¾"
Arms and Armour Press 30s.

The student of military uniforms will find this handy little book a valuable aide memoir on the French army. Many intriguing features are touched upon. For instance, the renumbering of French regiments when the revolutionary army was formed is referred to just briefly enough to inspire the reader to plunge into the fascinating detective work of regimental genealogy. The structure of the Old Guard is partly revealed so that one is compelled to discover the whole story. Even the specialist will find something new. The illustrations are all from contemporary material and are reproduced with a clarity rare in so inexpensive a book.

German Infantry Weapons of World War 2

A. J. Barker
76 pages 8¾" x 5¾"
Arms and Armour Press 25s.

The author has endeavoured successfully to deal in great detail with most of the infantry weapons used by the German army, including mortars and anti-tank weapons. Well produced illustrations and technical details accompany most of the weapons referred to. While it is not possible, in a book of this size, to feature every weapon, nothing important has been overlooked and there are some interesting asides included. For example, there are descriptions of the weapons produced for home defence including Hitler's 'People's' resistance weapon, and the curved barrel attachment fitted to the sub-machine gun MP44 (Sturmgewehr).

British and American Infantry Weapons of World War 2

A. J. Barker
76 pages 8¾" x 5¾"
Arms and Armour Press 25s.

Artists, model makers, wargamers, as well as serious students of modern armaments will find something of interest in this book. Following a concise introduction, the most important infantry weapons are illustrated and the author provides a thumbnail biographical sketch, together with basic data against each illustration. Artists and model makers, with this book to hand, need not be at a loss for details of the weapons carried by the troops they portray. Even the wargamer can learn useful details, particularly from the appendices, as to the range and firepower of the weapons used by his army.

Transfer Decoration

ALMARKS DECALS. Sample from Modeltoys, 246 Kingston Road, Portsmouth, Hants.

Sheet S.1. Green Series (4/–d. plus 6d. postage UK). Transatlantic Air Race Markings together with markings for the Royal Navy Hunter Aerobatic Team, the 'Rough Diamonds'.

These decals are designed for use with Frog/Hasegawa kit of the Phantom FG.1 and Frog kit of the Westland Wessex, each set consists of the squadron markings and serials together with stencilling such as crew names, Rescue arrows and identification numerals while the Hunter markings – which also includes the roundels to replace those of rather poor quality in the Airfix Hunter kit. Unfortunately, on our sample these roundels were somewhat off-centre, but it is to be hoped that this fault will be corrected during course of production. The decals are complimented by a very clear set of instructions showing where the various markings should be placed; however, we should warn modellers that considerable modifications are required to make the Frog Wessex into the variant illustrated. The finish is semi-gloss and adhesion is excellent and at 4/–d. per sheet this is good value for money.

Sheet A.18. Also from Almarks comes this set of R.A.F. squadron code letters in scale sizes of 24 in. and 36 in. heights. The colour of the codes is Sky Type 'S' and one also has a separate panel of solid Sky Type 'S' colour which is useful for making up the post-1941 18 in. wide fuselage band used on R.A.F. fighter aircraft. 4/–.

Sheet A. 19. A very welcome sheet this, consisting of 4 in. and 8 in. scale high serials and ROYAL NAVY lettering in both black and white; ideal for use on 1/72 scale models where one wishes to model a different aircraft than that given on the kit decals. Price 3/6d.

Sheet A.20. R.A.F. Post-war style 'D' Type roundels. 1/72 scale. Price 3/6d. Roundels for post-war (post-1947) markings have been somewhat ignored by decal manufacturers and this new sheet will be welcomed by those whose interest is in the 'jet era' although, of course, many piston engined types such as Hawker Sea Fury, Firefly, Gannet, etc. also carried these roundels. Scale sizes are 18 in., 24 in. and 36 in. radius; however, on the sample provided for review we found that the blue area of the roundels is slightly undersize. The red 'inner' is provided separately on the sheet, thus reducing the possibility of having off-centre insignia, but care must be taken when locating these onto the white/blue background. Fin flashes are also provided in the form of continuous red/white/blue strips 18 in., 24 in. and 36 in. in width; these being cut to length as required. The shade of blue used is slightly too light and the red also appears rather bright; however, modellers will welcome this latest addition to the Almark range of decals.

Sheet T.13. Almarks A.F.V. Markings. 4/-d. Consisting of vehicle and formation markings for Airborne, 1st, 2nd 3rd and 4th Infantry Divisions together with squadron signs: circles, diamonds, triangles, squares and numerals 40, 75, 76, 79, 80 and 82 and Red Infantry squares. Ideal for 1/76th scale models.

These are but part of a wide range of examples made by Messrs. **Almark;** viz Type B roundels; Dull red code letters for applicable twin-engined aircraft; variety of size and style Swastikas; German crosses of W.W.I, should give added scope to modellers with individualistic ideas. All are matt finish and if neatly trimmed give a good impression.

SPACE MODELS

AT LAST we have some British models of the *Apollo* project, they are in book form and they are made from good quality card which is cut out, folded and glued together to make the models.

The two books are called *Destination Moon* and *Moon Landing*, the former making the Saturn 5 rocket on the gantry and the latter makes the LEM. Each book contains a page of instructions which, although fairly clear, requires previous knowledge of both the models. They are produced by Crown Art Publishers Ltd. of Maidstone and sold through Newsagents and Booksellers.

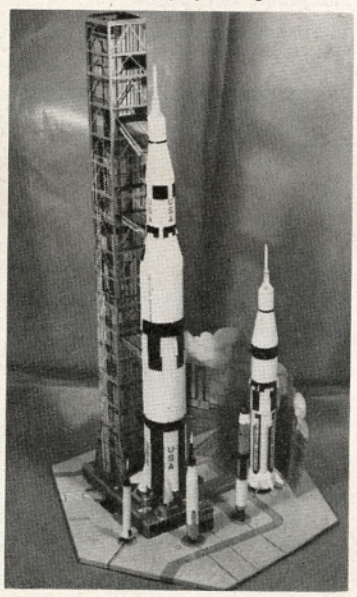
The parts of the Saturn 5 fitted together correctly but as it was made from card the joins between the stages were not as strong as a plastic model and care was needed to obtain a straight model.

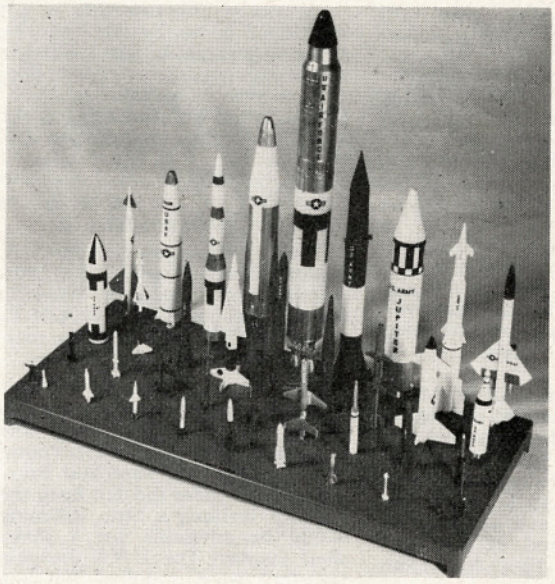
The model of the LEM was a much more complicated model and the use of a modelling knife is necessary although this is not mentioned in the instructions. The model is accurate in detail with the two stages separable; the guiding rockets and the aerials are all included in the kit. The LEM is the better of the two models and despite the fact that the facts and figures included in the books are not always correct, the books are very good value at 2/6d. each.

The 5 Rockets used in the U.S. Manned Space Programme are impressively contained in *'Man in Space'*, the new kit by **A.M.T.,** priced 49/11d. – an extremely reasonable figure for such a volume.

The plastic parts fit together well although capsules rest on top of the rockets rather loosely. The rockets are placed on plastic bases stuck to the card base and background and these did not keep the missiles vertical; a little stiffening would be advisable for a shaky shelf display! The U.S.A. insignia transfers were supplied but the large block markings were not; neither were drawings of how the markings should be applied. In the Saturn the various stages were separable and the L.E.M. was included, but very little information was given about the actual purpose of the stages or about the Apollo project. Five rockets for only 49/11d. is remarkable value, and a fine intro to space vehicle identification. Distributors are R. Kohnstam, of Hemel Hempstead.

U.S. Manned Space Programme rockets in one fine AMT kit, complete with gantry and display background.



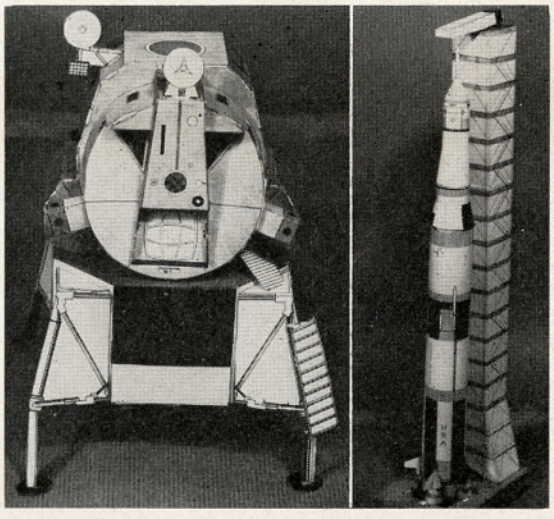


SPACE MODELS

U.S. Space Missiles is a new release from **Monogram** which contains 36 offensive and defensive Rockets of the American Armed Services. They are 1:128 scale and range from just under ½ in. to 10½ in. height plus two human figures for comparison of size. Price is a reasonable 48/- through the distributors, A. Hales of Hinckley.

None of the missiles has more than five parts and the painting and application of the transfers is fairly easy but the finished model is very impressive mounted on its plastic base. The models are supplied with a large sheet with a photograph of each model and a description of facts about the fuel and deployment of the missiles; highly instructive and most acceptable den decor.

Top: the Monogram 36 Rocket set, a real education to make and study: below, the card LEM and Apollo with gantry by Crown Art Publishers.



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This advertisement was placed in the interests of slot racing by Champion, World Slot Racing No. 1

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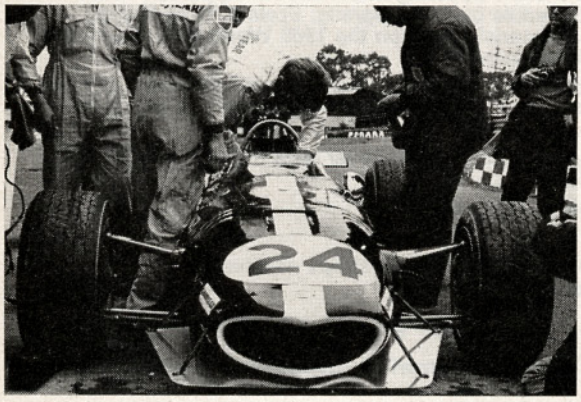
model cars

October Issue

This issue is a true constructors' number with a John Veasey feature on competitive 1/32nd scale F.1 chassis and details of the top 1/24th chassis in Sweden; also a construction photo-feature. Plans are for the Grand Prix Eagle with John Wood write-up and for collectors are details on the Espewe list, Autominology, Benbros List and Collectors' Corner.
All the regular features together with Slot Torque and, of course, Racing Review.



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RADIO CONTROL MANUAL 3

Our Bi-Annual Radio Control Manual series, which started in 1965 has proved so popular as a reference work on the R/C hobby, that this Autumn we will be introducing the third number, the cover of which will illustrate some unique R/C models of 'lifting body re-entry vehicles' used by the American National Aeronautics and Space Administration as an inexpensive method of obtaining data on the likely aerodynamic characteristics of the full-size vehicles.

Just how the project came into being and how it was undertaken is described inside this edition as one of the lead features.

Other features include Single Channel Contests; How to Run an R/C Rally, a review of Instant Covering Materials; An Approach to the Multi Aerobatic Schedule by Doug Spreng; Scale R/C by Dennis Thumpston; and a pictorial report on the 1969 World R/C Championships and Scale Internationals.

Besides all this, there will be no less than 38 scale drawings, all fully dimensioned, of the best of the World's R/C model designs of all categories.

8½ x 5½ ins., 128 pages. Hard board cover with full colour illustrations. (Reference No. 134).

PUBLICATION DATE October 1st.

Price 15/- (post free).

From all good bookshops and model shops or direct from the publishers:

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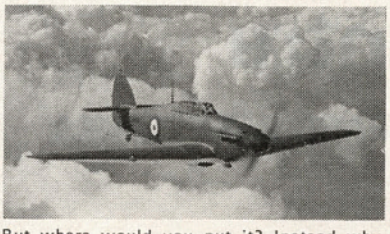

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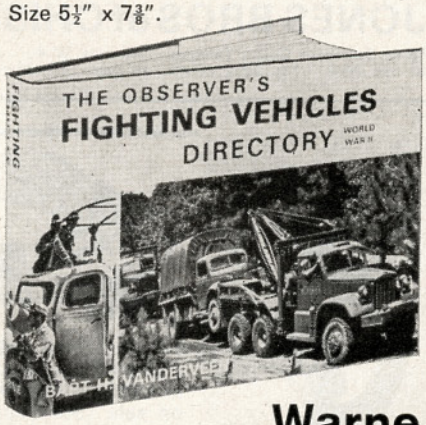

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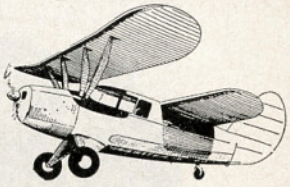

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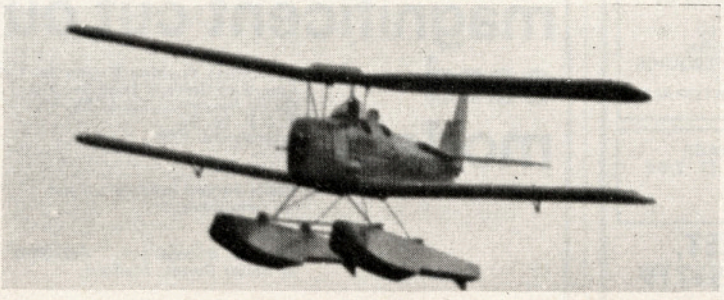

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All that is necessary for you to do to obtain the benefits of this magnificent cover is to complete the forms at the bottom of this announcement, sending the first part to us together with your remittance of 5/-, which covers you for one year, and handing the second part to your usual magazine supplier. Whether or not you already have an order in hand for the regular supply of your magazine, this form should still be handed in and your dealer will adjust his requirements according to whether you are a new customer or merely continuing your old arrangement.

This insurance is the prudent thing for every modeller to take out, but it is a sad fact that until now, although the governing bodies of the hobby have offered this cover to their members, something like 90 per cent of the modellers in the U.K. have never taken up this opportunity and are operating 'without insurance protection'. Those who wish to make the most of flying and other modelling opportunities must be insured not only for their own peace of mind – accidents do sometimes happen – but also because local Authorities. Ministers and others are showing an increasing awareness of this need for insurance and are demanding proof of adequate cover. By joining M.A.P. 'Modellers' Accident Protection' you come into the world's BIGGEST MODEL CLUB. For your initial subscription you obtain a lapel badge for identification and transfers to put on your model.

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(c) death or bodily injury or loss of or damage to property.

(i) caused by models sold or supplied by the Holder.

(ii) of passengers in or on any model.

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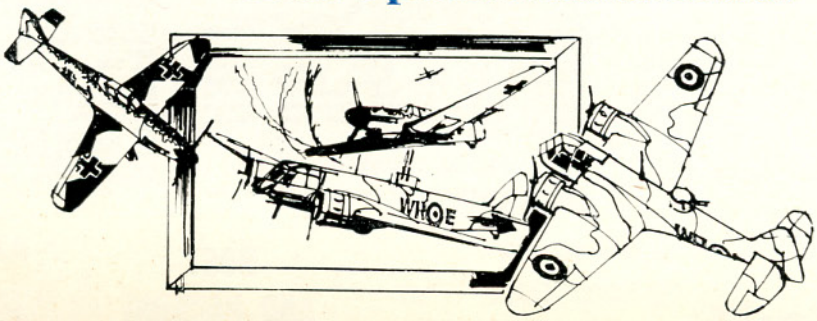

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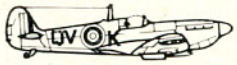

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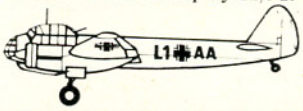

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